

TARC BOARD OF DIRECTORS MEETING



Meeting Notice:

Pursuant to KRS 96.A, the TARC Board of Directors is to meet monthly. The next meeting will be held at:

**TARC's Headquarters, Board Room
1000 W. Broadway, Louisville, KY 40203**

Wednesday, April 24, 2024 at 10:00 a.m.

This meeting is also being held via teleconference as permitted by KRS 61.826. Pursuant to KRS 61.810, the Board of Directors may enter into Closed Session, but shall not take any action in a Closed Session.

Members of the public and/or TARC staff may watch a livestream of the meeting by going to www.facebook.com/ridetarc; the livestream will be at the top of the page; No Facebook account is needed.

Pursuant to the Americans with Disabilities Act, persons with a disability may request a reasonable accommodation for assistance with the meeting or meeting materials. Please contact Stephanie Isaacs at 502.561.5103. Requests made as early as possible will allow time to arrange accommodation.

Any person may provide a public comment in the chat feature at www.facebook.com/ridetarc at any time during a Board meeting which will be read into the record of the Board minutes. Please include your name in the chat. In addition, Ms. Isaacs will accept public comments that are provided to her by 12:00 PM the day before the next regularly scheduled meeting of the Board via email at sisaacs@ridetarc.org.

If you would like speak at the Meeting, please contact Stephanie Isaacs at (502) 561-5103 to sign up or send an email to sisaacs@ridetarc.org.

Guidelines to speak before the TARC Board of Directors:

- a) Only ten (10) residents of TARC's service area per Board meeting will be allowed to speak; if less than ten (10), then the TARC Board Chair may allow a non-resident of Metro Louisville to fill a vacant slot;
- b) Speakers shall be restricted to a maximum of three (3) minutes each and may not share these minutes with any other speaker; however, persons with medically recognized disabilities who are entitled to a reasonable accommodation under the Americans with Disabilities Act (ADA) shall be given an additional minute to speak;

.....continued.....

TARC BOARD OF DIRECTORS MEETING



- c) In order to speak in person at a regularly scheduled TARC Board meeting:
 - i. a speaker must register with Stephanie Isaacs as indicated above.
 - ii. the period to register begins at the conclusion of the prior regularly scheduled Board meeting and ends at 12:00 PM the day before the next regularly scheduled meeting in which the person intends to speak.
 - iii. persons registering may leave their name/alias and address, and shall notify Ms. Isaacs of the topic in which they will speak.
 - iv. no more than three (3) persons may speak with the same position on any one topic before the Board at any meeting (i.e., six (6) persons can speak on one topic before the Board at a particular meeting, three (3) in support and three (3) against);

- d) Any materials presented to the Board may be forwarded prior to or following all Board gatherings to Ms. Isaacs for dissemination purposes;

- e) Speakers before the entire Board are not allowed to use props, displays, or any other objects during their presentations. However, informational handouts may be given to Ms. Isaacs and distributed in accordance with (d) above;

- f) Persons within the audience are allowed to have signs in the Board room that are no larger than 8 ½ x 11 inches. However, such signs may not be attached to any sort of stick and must be displayed in a manner that does not inhibit others from viewing the Board meeting; and

- g) Speakers may not engage in electioneering nor the endorsement or promotion of any commercial product or service.

TARC BOARD OF DIRECTORS MEETING



Agenda – April 24, 2024

1.	Quorum Call/Call to Order	Ted Smith	10:00
	A. Approval of March Meetings Minutes	Board of Directors	10:00-10:05
2.	Public Comment	Pat Mulvihill	10:05 -10:10
3.	Board Chair Report	Ted Smith	10:00 – 10:20
4.	Finance Committee Report	Steve Miller	10:20 - 10:25
5.	Interim Executive Director's Report	Ozzy Gibson	10:25 -10:35
6.	Staff Reports and Presentation		
	A. Financial Statements for February 2023	Tonya Carter	10:35– 10:55
	B. TARC 2025 Network Redesign Update	Aida Copic & Alex Posorske	
	C. Monthly Performance Report	Rob Stephens	
	D. Review overall Procurement calendar for year	Rob Stephens	
	E. Discuss Fare-Free Service on Election Days	Rob Stephens	
7.	Action Items and Presentations for Board Meeting		10:55– 11:10
	A. Resolution 2024-15 Amendment to Add Nurse Triage	Keith Shartzter	
	B. Amendment to Resolution 2021-20 Company Car Policy	Keith Shartzter	
	C. Resolution 2024-16 Bus Wheel Chair Lifts	Perry Pardon	
	D. Resolution 2024 -17 MV Contract Extension	Rob Stephens	
8.	Proposed Agenda / Procurements		11:10- 11:15
9.	Adjournment	Ted Smith	11:15

TARC BOARD OF DIRECTORS MEETING



March 27, 2024 Board Meeting Minutes

The Board of Directors of Transit Authority of River City (TARC) met on March 27, 2024 at 10:00 a.m. in person at TARC, 1000 W. Broadway in the Board Room and virtually via teleconference as permitted by KRS 61.826.

Board Members Present

In Person

Ted Smith
Jan Day
Abbie Gilbert
Steve Miller

Virtual

Bonita Black
Michael Schnuerle
Tawanda Owsley

Declined

Meeting Called to Order

Ted Smith called meeting to order at 10:03 a.m.

Quorum Call

- February Board Meeting Minutes approved.
- Special February Board Meeting Minutes approved.

Public Comment

Pat Mulvihill read the Public Comment Preamble: The TARC Board values hearing from its customers, TARC employees and public at large. This Board will not respond in this meeting to any comments made at this time. However, TARC will post a response on TARC's website regarding the comments made by the following meeting. In addition, the TARC Board may assign the feedback or comments to be further examined by its subcommittees and, if warranted, further addressed by TARC.

Pat Mulvihill reserved the right to be recalled in case any Public Comments may be received via Facebook before the end of the Board Meeting.

Public Comments and responses are posted on our website.

Special Reports

Ted Smith no Board Chair Report at this time.

Tawanda Owsley no Operations Committee Report at this time.

Ozzy Gibson presented the Interim Executive Director's Report.

TARC BOARD OF DIRECTORS MEETING



1. Americana Community Center Breakfast Briefing for International Women's Day.
2. TARC participated in Councilman Rick Blackwell's District 12 Dialogue.
3. We received kudos from LMPD for the role that TARC Radio Room and Coach Operators played in locating a missing man.
4. TARC joined Olmsted Parks and Louisville Metro to make Car-Free Cherokee, the last Sunday of each month, even better.
5. We received the Rauch Foundation Imagine Award on behalf of people with disabilities in Southern Indiana.
6. Launched the TARC 2025 Network Redesign with a series of kickoff meetings with Jarrett Walker Associates.

Ozzy Gibson presented the Special Proclamation to Jerrica Myles, TARC Radio Operator. Ms. Myles took the phone call from LMPD officer Mrs. Ruoff and sprang into action to locate a missing young man with special needs. Within 15 minutes, thanks to the quick actions and teamwork of TARC employees, the missing person was found and placed in the care of Safety Officer Cass White. Within a few moments Officer Cass White had him safely returned to his residential facility.

Financial Report

Tonya Carter presented the December Financials to the Board, and she presented the Budget Timeline. Please refer to PowerPoint Presentation.

Staff Reports

Alex Posorske presented the TARC 2025 Network Redesign Key Dates.

- Final Report will be shared in February 2025;
- Draft of Final Report will be shared for review in November 2024;
- Key decisions to be reviewed by TARC Board in September 2024 and January 2025;
- April 2024 is internal processes;
- May draft of analysis and engaging stake holders; and
- Invite 1 Board member to meetings and updates.

Steve Miller invited Alex Posorske and Aida Copic to share monthly reports at the Board Meetings.

Rob Stephens presented the Monthly Department Operations Overall Report.

- Maintenance;
- Shelter Cleaning Weekly Report;
- Safety;
- Ridership;
- On Time Performance;
- Customer Service; and
- Paratransit.

Abbie Gilbert asked a question regarding 44 % overall satisfaction referenced on the Safety Ambassador Program slide. "Does this refer to riders and neighbors of our bus shelters?"

TARC BOARD OF DIRECTORS MEETING



Rob Stephens answered, “yes, we are capturing the riders and people at the stops.”

Michael Schnuerle asked a question in regards to the percentages shown on time performance slide, “why is 75% listed on the graph as the goal, if on the previous slide 80% is listed as the goal. Rob Stephens explained that at this time transportation is using 75% as a good bench to encourage the group to to get closer to the 80% goal.”

Abbie Gilbert asked for clarification in regards to the meaning of Pass-Ups listed on the Fixed Route slide. Rob Stephens stated that he will be able to present more information regarding Pass-Ups in the next Board Meeting.

Action Items and Presentations for Board Meeting

Pat Mulvihill presented Resolution 2024-10 Advertising Policy.

- TARC has previously had two separate vendors for advertising on its buses and shelters.
- However, at the beginning of January 1, 2024, TARC took over the responsibility of its shelters, including advertising on such facilities.
- TARC does not currently have an advertising policy with respect to its shelters.
- TARC continues to have an agreement with Lamar Transit, LLC (“Lamar”) to advertise on its buses. The criteria of permissible content with respect to advertisements on its buses is set forth in the contract that TARC has with Lamar.
- TARC believes its advertising policy should be consistent in the governance of the activity over both buses and shelters.
- TARC also wishes to establish standards and guidelines that will guide current and future contracts and discussions.
- The Advertising Policy for the Board’s consideration and adoption will set forth a consistent advertising policy on its buses and shelters as well as establish guidelines and standards for such advertising.

Several Board Members thanked Pat Mulvihill for all of his work on the resolution and the Advertising Policy.

Steve Miller asked for the dollar amount expected in advertising revenue over the next year. Pat Mulvihill answered the advertising income will be around \$650,000.

Several Board members discussed political ads and the policy regarding referendum advertising.

Pat Mulvihill stated that the Board and Management team can always go back and adjust sections of the policy if it is not working out properly.

The motion was duly moved for approval by Bonita Black. The motion was seconded by Abbie Gilbert. The Board of Directors unanimously adopted the resolution.

Keith Shartzter presented Resolution 2024-11 TARC Updated Agency Safety Plan.

- The Federal Transit Administration (FTA) requires TARC as a public transportation agency and recipient of Section 5307 Urbanized Area Formula Grants to prepare and maintain an Agency Safety Plan (Plan).

TARC BOARD OF DIRECTORS MEETING



- The Board with Resolution 2021-06 adopted TARC's Agency Safety Plan. In addition, the Board amended this Plan in July 2021 through Resolution 2021-28 to modify the safety targets in such Plan.
- Since that time, FTA has suggested some additional modifications to be included in such plans, which deal with an agency's response and strategy regarding airborne illnesses and the tracking of operator assaults and the development strategies to prevent such occurrences from happening.
- The accompanying Resolution seeks the Board to approve the modified Plan.

The motion was duly moved for approval by Steve Miller. The motion was seconded by Jan Day. The Board of Directors unanimously adopted the resolution.

Chris Ward presented Resolution 2024-12 Purchase of Paratransit Vehicles (RFP 20241868).

- TARC has a significant need to replace cutaway buses in its paratransit fleet that have far exceeded their useful lives.
- Funds are available from TARC's FY 2019, 2021, and 2023 Formula grants, as well as a FY 2022 Surface Transportation Block Grant (STBG) grant.
- Funds for the required local match are available in the Mass Transit Trust Fund.
- TARC will combine all of those available funds to purchase up to twenty (20) 2024 StarTrans Senator II model wheel-chair accessible vehicles.
- The vehicles are available for purchase from Model1 Commercial Sales through an FTA compliant vehicle contract (Solicitation #99999-SPD0000212) procured by the State of Georgia.
- TARC is eligible to purchase vehicles from that contract upon request.

The motion was duly moved for approval by Ted Smith. The motion was seconded by Abbie Gilbert. The Board of Directors unanimously adopted the resolution.

Joe Triplett presented Resolution 2021-24 Sole Source 20211525 Amendment to Ellipse Annual Licensing Fees.

- TARC seeks an enterprise resource planning software firm to provide and assist TARC with its Financial and Operational resource software system needs.
- A sole source quote request for pricing proposal was requested on May 25, 2021.
- TARC received a proposal from Hitachi and was deemed responsive.
- TARC seeks to enter into a contract for an initial term of one (1) year with an option of four (4) one-year terms, contract with Hitachi ABB Power Grids for Ellipse Software and Licensing for a total not-to-exceed amount of \$168,277.12.

The motion was duly moved for approval by Steve Miller. The motion was seconded by Abbie Gilbert. The Board of Directors unanimously adopted the resolution.

Jim Burns presented Resolution 2024-13 TARC Equal Employment Opportunity Program.

- Under Federal Transit Administration requirements and guidelines for Federal Transit Administration recipients, FTA EEO Circular 4704.1A, TARC has updated its EEO Program for 2024 – 2028.
- TARC is committed to adhering to Title VI and Title VII regulations, which are part of the Civil Rights Act of 1964.
- TARC is committed to full compliance with all FTA regulations.

TARC BOARD OF DIRECTORS MEETING



- TARC is committed to the goal of having a workforce that is represented in all occupational areas consistently with local community workforce demographics.

The motion was duly moved for approval by Steve Miller. The motion was seconded by Abbie Gilbert. The Board of Directors unanimously adopted the resolution.

Maria Harris presented Resolution 2024-14 Tire Leasing and Service.

- TARC would like to exercise the renewal of one (1) year option term with The Goodyear Tire & Rubber Company.
- TARC seeks to exercise the final one (1) one-year option of contract P-2720.
- TARC seeks to amend the contract for the final one (1) one-year optional term, for a not to exceed amount of \$737,000.
- The option year 7 begins on April 1st 2024 through March 31st 2025 and is valued at \$737,000, which has been budgeted for FY 2024 and FY 2025.

The motion was duly moved for approval by Steve Miller. The motion was seconded by Abbie Gilbert. The Board of Directors unanimously adopted the resolution.

TARC Financial Future and the Fiscal Cliff.

- Ted Smith presented the financial discussion section of the agenda. He stated he wanted this portion of the meeting to be of an open dialogue to discuss the budget challenges we are facing.
- Steve Miller presented the 16 Fact Sheet. The document is attached.
- Steve Miller presented the TARC PowerPoint presented to Mayor Greenberg. The document is attached.
- Lillian Brents presented the ATU 's view of the budget challenges TARC is facing.
- Ted Smith presented the Budget Scenarios to Guide the Agency. The document is attached.

The Board Members discussed several budget issues and ideas.

Public Comment

Pat Mulvihill shared with the Board two public comments that were received from Facebook.

Arielle Hummel

As an Indiana resident, I've been approached by others in New Albany and Jeffersonville that there is a need/interest in additional services/stops. Could that be another way to bring in more revenue and further partner with the regional government to increase revenues?

TARC BOARD OF DIRECTORS MEETING



Laurence Sloan

How much if any in Federal funds did TARC receive for operating expenses from the federal government prior to Covid?

Public Comments and responses are posted on our website.

Executive Closed Session Personnel Matter.

Ted Smith presented Pursuant to KRS 61.810(1)(f), “the Board would like to go into executive closed session to discuss a personnel matter. I will take a motion, and I need a second.”

The motion was duly moved for approval by Ted Smith. The motion was seconded by Jan Day. The Board of Directors unanimously adopted the Executive Closed Session.

Ted Smith requested to get a motion to go back into open session.

The motion was duly moved for approval by Steve Miller. The motion was seconded by Jan Day. The Board of Directors unanimously adopted the motion to Open Session.

Ted Smith made a motion to adjourn at 12:20 p.m. This motion was seconded by Jan Day and approved by the Board.

Ted Smith, Chair of the TARC Board of Director

Date

16 Facts

Fact 1. TARC's fixed-route ridership boardings (one-way and each transfer is a separate boarding) declined for years pre-COVID. There were about 11m individual boardings in 2019; now, it's less than 6m annually. That's about 17,000 individual boardings each weekday.

Fact 2. TARC's current operating budget is about \$110m, and revenue comes from these sources:

▫ Occupational tax	67%	▫ Federal formula funds	3%
▫ Federal Covid funds	20%	▫ Other local revenue	3%
▫ Fares	5%	▫ State funds (KY & IN)	2%

Fact 3. The local occupational tax rate was set in 1974 and hasn't changed. TARC receives 9% of the occupational tax proceeds. Changing the rate requires that people vote to pass a tax levy.

Fact 4. TARC projects that it will completely exhaust its federal COVID relief funds by July 1, 2025.

Fact 5. Soon, the General Assembly will set the Commonwealth's biennial budget through July 1, 2026.

Fact 6. TARC aggressively seeks federal grants, but few of such grants fund operating expenses.

Fact 7. TARC's operational spending is as follows:

▫ Labor	34%	▫ Materials & supplies	7%
▫ Fringe benefits	32%	▫ Services	6%
▫ Paratransit	17%	▫ Other	4%

Fact 8. TARC has had substantial operating deficits for a long time. TARC's leadership addressed these deficits, in large part, by 1) diverting capital funds to the operating budget (in legally permitted ways) for 20 years, 2) cutting less used routes, and 3) using federal COVID relief funds in recent years.

Fact 9. TARC anticipates finishing FY24 (June 2024) with an operational deficit of about \$27m, this being fares, other local revenues, and planned use of the Mass Transit Trust Fund (TARC's portion of occupational taxes) minus operational expenses. Currently, many cities face such operational deficits.

Fact 10. TARC's collective bargaining agreement runs out in August 2024.

Fact 11. TARC's paratransit contract with the service provider runs out in December 2024.

Fact 12. Without a substantial infusion of new revenue or substantial reductions in spending, TARC will begin drawing down on the Mass Transit Trust Fund balance reserve much more aggressively in FY26 (beginning in July 2025). The MTTF currently holds about \$54m allocated to TARC from occupational taxes.

Fact 13. As of the end of FY26 (June 2026), TARC anticipates an annual structural operating budget deficit of about \$28-30m. Fortunately, TARC has no long-term debt other than its pension obligations.

Fact 14. Without substantial new revenues or substantial spending reductions, TARC will hit its fiscal cliff within a few months of July 1, 2026. TARC would then be forced to borrow millions of dollars (if a lender could be found), radically reduce its service area and frequency of service, or become insolvent.

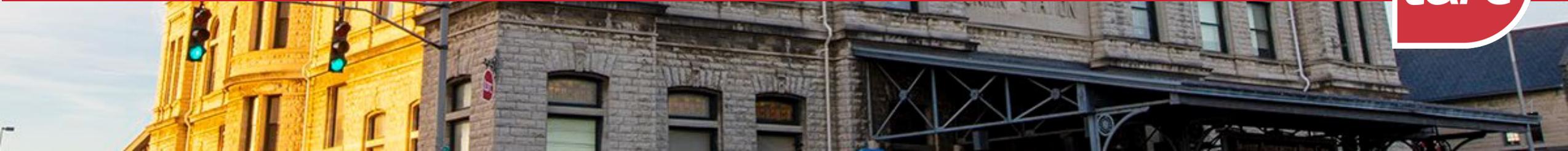
Fact 15. Currently, TARC does not have a strategic plan that clearly defines spending priorities—geographical, demographic, or other—to guide decisions by the Board, the Mayor, or the Metro Council.

Fact 16. TARC received federal grants (called TARC 2025) totaling \$1.2m to develop and consider system redesign options. This process will include facilitated conversations with the major stakeholders as well as the public and will produce initial recommendations by December 2024. Because of federal rules, it would then take as much as a year to implement a significant redesign of TARC's system.



**FY2025 DRAFT BUDGET
BOARD REVIEW**

April 15, 2024



BIG PICTURE



At current spending rates, TARC will hit its fiscal cliff within months of July 1, 2026.



TARC has a plan for a financially sustainable network redesign and TARC has begun conversations to identify new revenue sources.

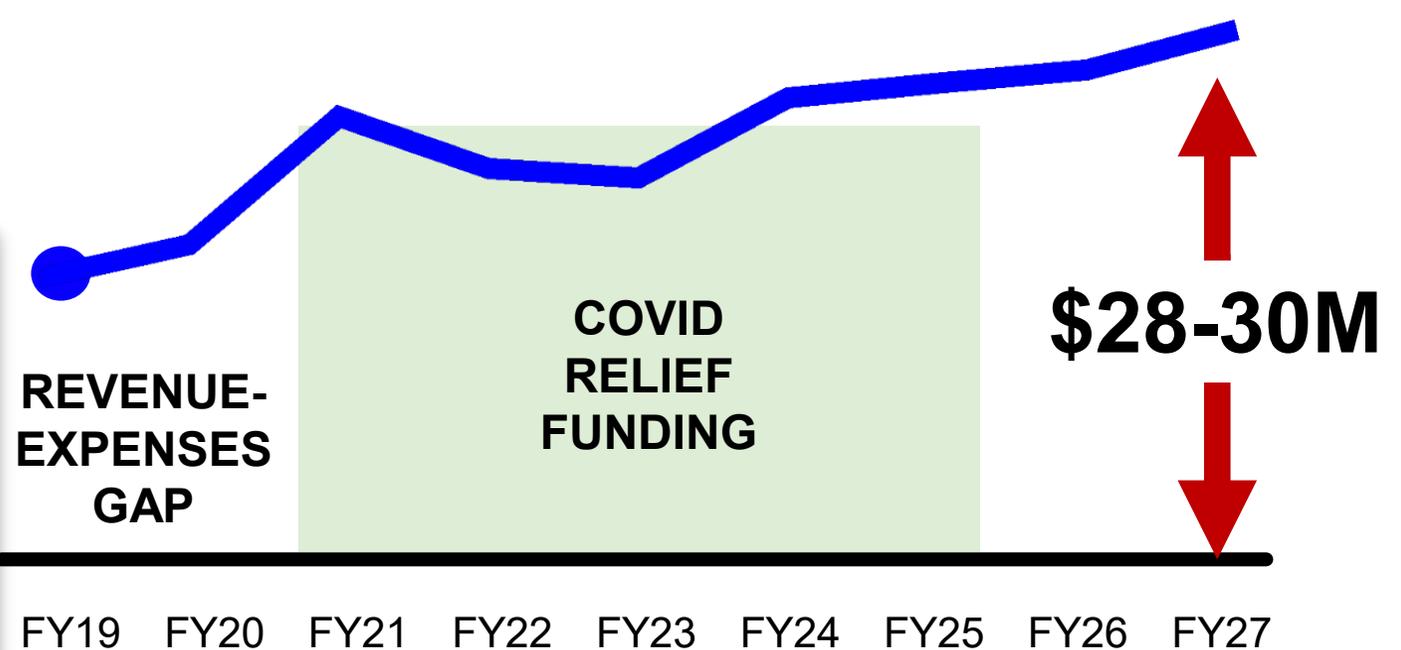


Those strategies take time. To avoid the fiscal cliff, service reductions are needed in FY 2025—with cost savings emerging by the end of FY 2026.



\$28M - \$30M OPERATIONAL BUDGET DEFICIT BY JULY 1, 2026

- Budget deficit has grown over the last decade
- Federal pandemic funding kept TARC afloat, but expires FY 2025
- \$28M - \$30M deficit in FY 2027
- Without changes, TARC will hit the fiscal cliff around July 1, 2026



A COMMON PROBLEM: THE NATIONAL PUBLIC TRANSIT 'FISCAL CLIFF'



City Transit Systems Begin to Peer Over the Fiscal Cliff

BART and other transit agencies are budgeting the last of their pandemic-era federal relief and looking ahead to big, ongoing deficits. Solutions are still hard to find.

Feb. 28, 2023 • Jared Brey

Impending 'Fiscal Cliff' Could Doom DC Transit's Dramatic Improvement Efforts

Without additional f...

g, the region's transit agency could b... have improved service in the past ye...

Bloomberg Commuters Ditched Public Transit for Work From Home. Now There's a Crisis

- Without help, agencies warn of higher fares, service cuts
- Top transit systems see total \$6.6 billion shortfall by 2026



American Planning Association

On the Edge of a Fiscal Cliff: Transit Agencies Seek Solutions Post-COVID

Big-city transit struggles amid mounting budget pressures, lost ridership, and changing customer expectations while smaller systems are leading through innovation.

Boston – \$404 Million in 2026
Chicago – \$730 Million in 2026
New York City – \$2.5 Billion in 2025
Philadelphia – \$269 Million in 2027
Los Angeles – \$400 Million in 2025
Washington, DC – \$185 Million in 2024



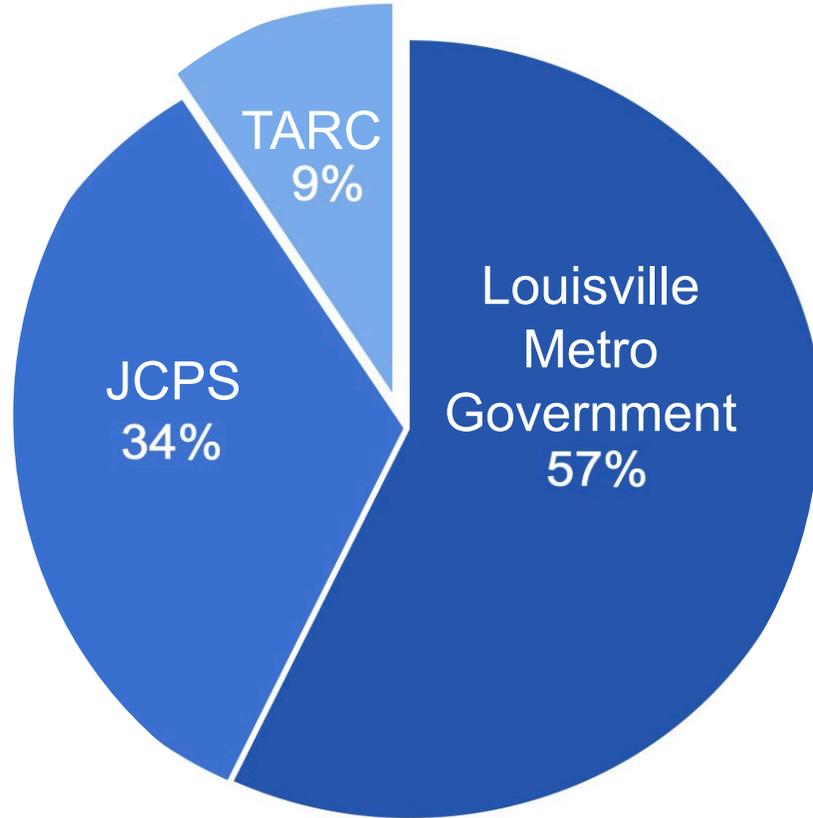
HOW TARC EXPENSES COMPARE TO PEER CITIES

TRANSIT AGENCY	COST PER SERVICE HOUR
Lexington, KY	\$103.45
Louisville, KY	\$137.97
Columbus, OH	\$141.97
Indianapolis, IN	\$150.40
Jacksonville, FL	\$152.66
Cincinnati, OH	\$158.50
Nashville, TN	\$197.06

Source: National Transit Database



OCCUPATIONAL TAX



Metro = \$437M

School Board = \$206M

TARC = \$64M

* FY 2023 Audit report data from Revenue Commission and does not include June accrual, fees or penalties

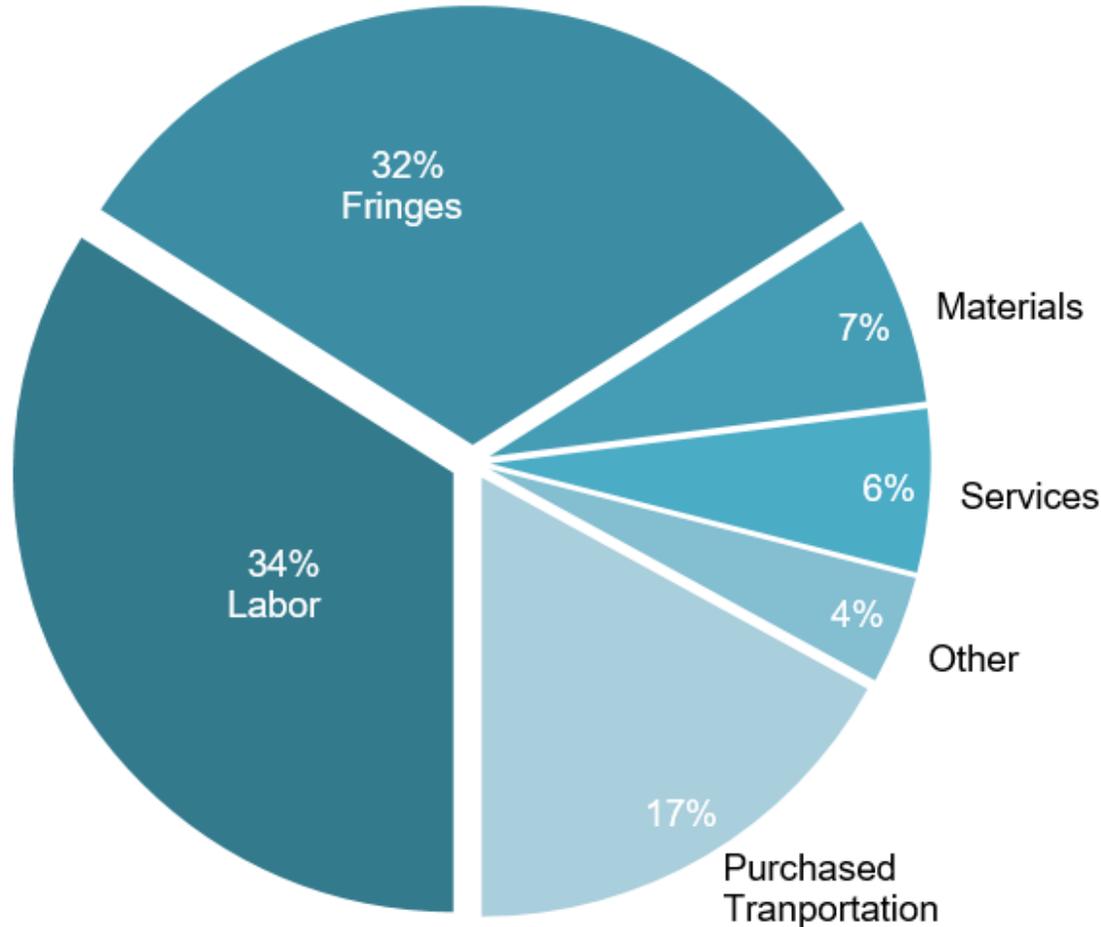
PANDEMIC FUNDING

- 3 rounds of federal emergency funding totaling \$140,639,568
- \$20 million toward operating in FY 2024
- Will be entirely exhausted by June 30, 2025



ACTUAL OPERATING EXPENSES FY 2023

Total: \$95,436,879

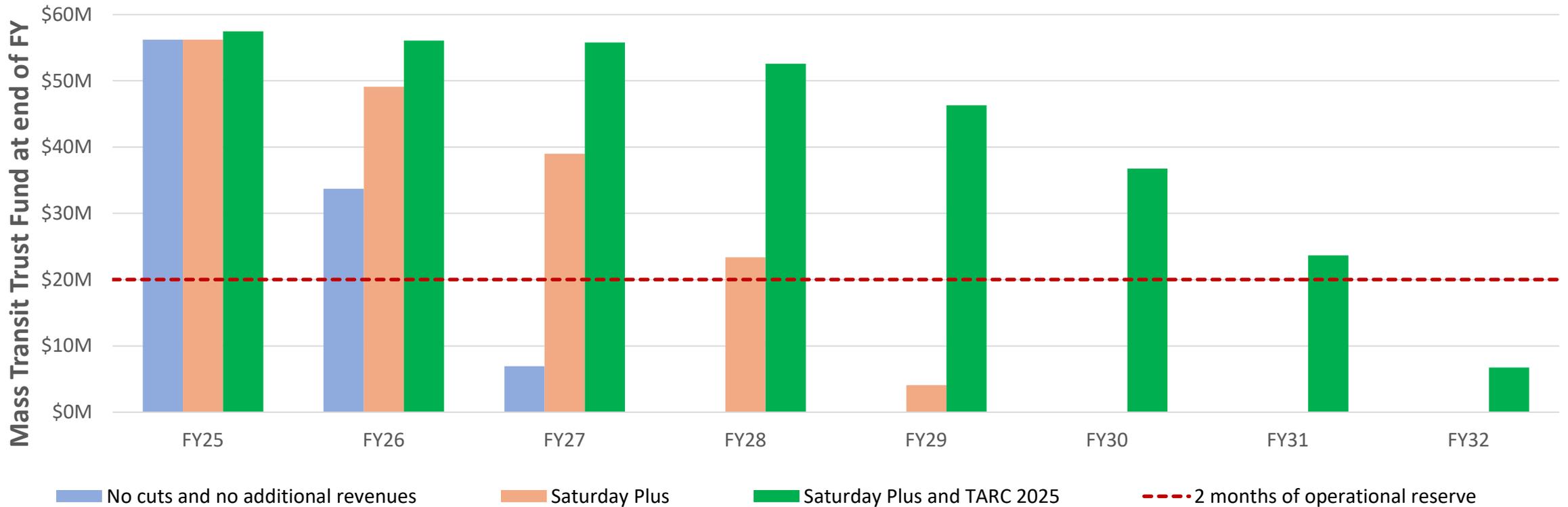


Labor	\$32,534,202
Fringes	\$30,473,948
Purchased Trans.	\$16,130,617
Materials	\$6,587,012
Services	\$5,618,683
Other	\$4,092,419

TARC FISCAL CLIFF PROJECTIONS



MTTF Ending Balance as of June 30th	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Fiscal year dates	7/24 - 6/25	7/25 - 6/26	7/26 - 6/27	7/27 - 6/28	7/28 - 6/29	7/29 - 6/30	7/30 - 6/31	7/31 - 6/32
No cuts and no additional revenues	\$56,203,802	\$33,723,971	\$6,942,840					
Saturday Plus	\$56,203,802	\$49,101,453	\$38,989,398	\$23,362,815	\$4,085,707			
Saturday Plus and TARC 2025	\$57,470,743	\$56,072,042	\$55,782,077	\$52,560,399	\$46,301,195	\$36,757,615	\$23,665,703	\$6,743,264





TARC OPERATING PROJECTIONS

Fiscal Year	FY 2024	FY 2025	FY 2026	FY 2027
Projected Operating Expenses with Cuts	\$108M	\$109M	\$96M	\$94M
Projected Operating Expenses without Cuts	\$108M	\$115M	\$120M	\$126M
Projected Local Operating Revenue	\$82M	\$87M	\$89M	\$89M
Projected Federal Subsidies*	\$26M	\$26M	\$12M	\$10M

*Notes: FY 24 and 25 includes remaining COVID relief funds plus capital eligible expense reimbursement. FY 26 and 27 only includes capital eligible expense reimbursement.



OPERATING BUDGET AND MASS TRANSIT TRUST FUND (MTTF)

FY 2019 Final

Operating Budget: \$89,493,289
MTTF Ending Balance: \$14,205,466

FY 2020 Final

Operating Budget: \$88,787,516
MTTF Ending Balance: \$14,038,469

FY 2021 Final

Operating Budget: \$87,983,988
MTTF Ending Balance: \$27,844,858

FY 2022 Final

Operating Budget: \$89,371,656
MTTF Ending Balance: \$46,436,662

FY 2023 Final

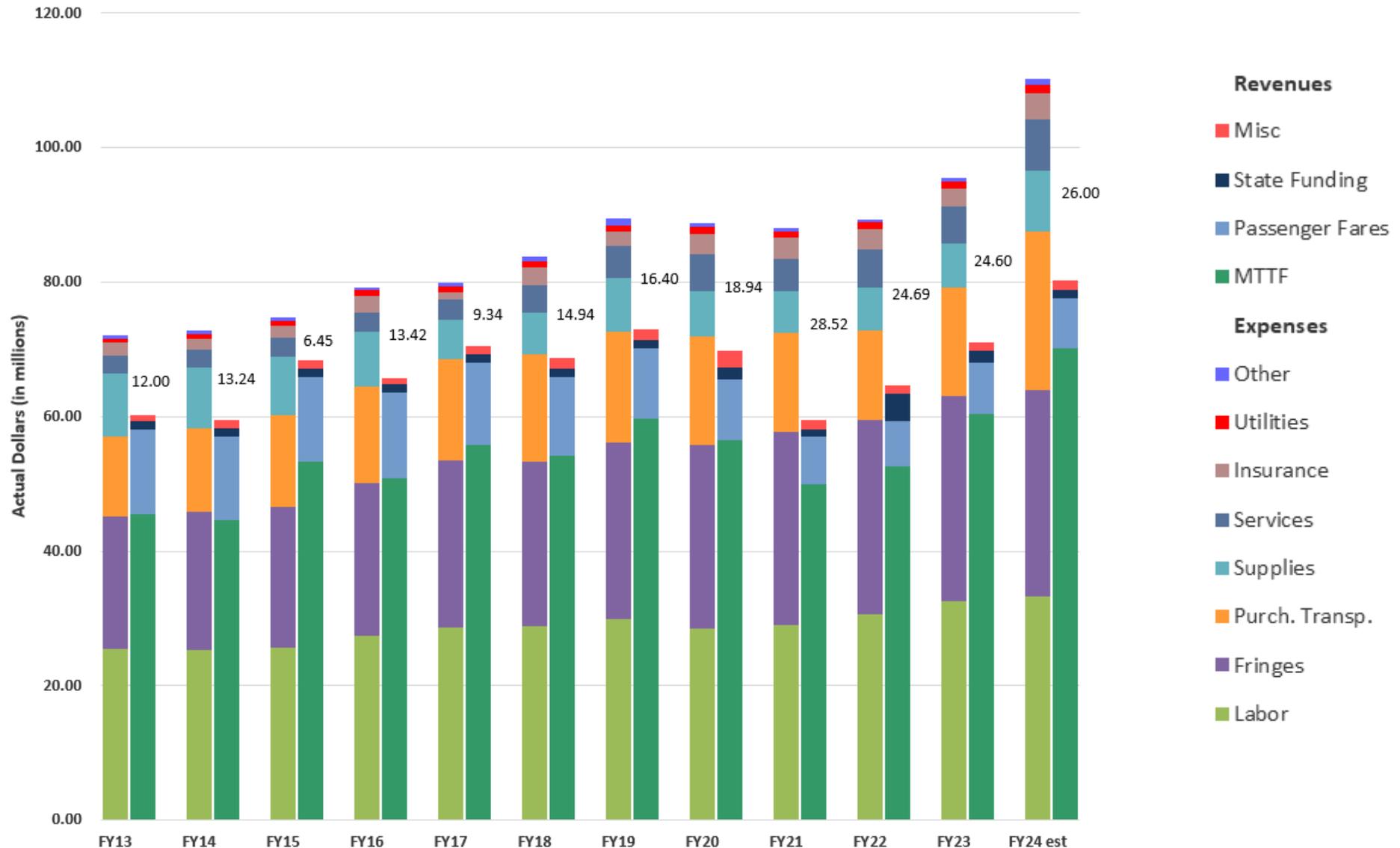
Operating Budget: \$95,436,879
MTTF Ending Balance: \$56,537,419

TARC was able to build up the MTTF balance by using 3 rounds of Federal COVID funds totaling **\$140,639,568** in place of MTTF and Federal formula dollars. Those funds are projected to be exhausted by June 30, 2025.

We were not eligible to use COVID funds for capital expenses because TARC had layoffs during COVID.



TARC HISTORY - REVENUE OVER EXPENSES





REVENUE OVER EXPENSES SHORTFALL OVER LAST 10 YEARS

	Shortfall
FY24	\$26.0M
FY23	\$24.6M
FY22	\$24.7M
FY21	\$28.5M
FY20	\$18.9M
FY19	\$16.4M
FY18	\$14.9M
FY17	\$ 9.4M
FY16	\$13.4M
FY15	\$ 6.5M
FY14	\$13.2M
FY13	\$12.0M

For many years, TARC has used capital formula funds to keep service on the street.

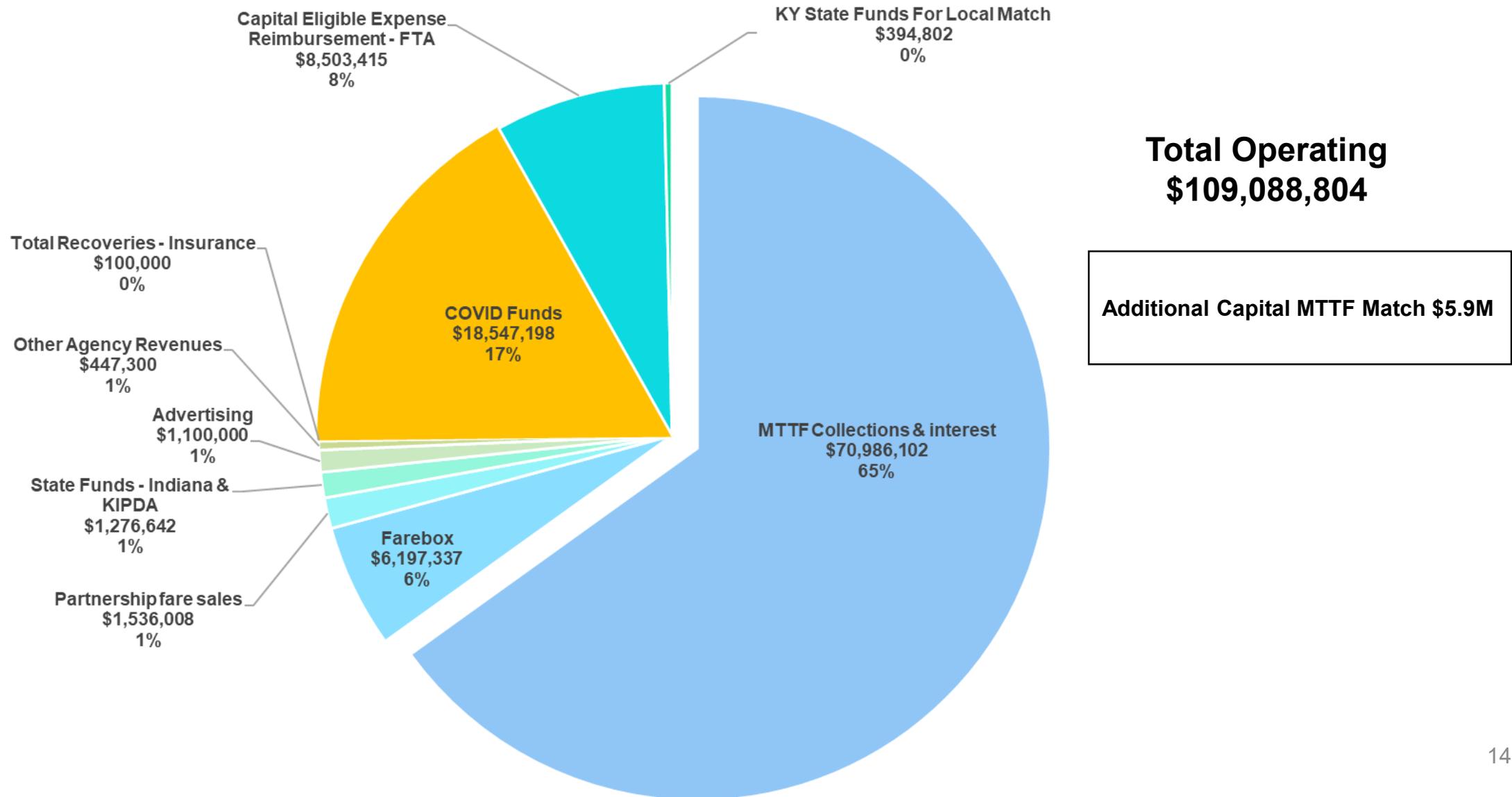
TARC has shifted funds needed to buy and maintain buses, care for facilities, purchased needed IT programs, etc. to cover its eligible operational expenses.

FY 2025 BUDGET BUILT ON THESE ASSUMPTIONS

Diesel fuel	• \$2.76/gallon
Gas	• \$3.12/gallon
Ridership	• +2% from FY24 est.
MTTF growth	• +2.5% from FY24 est.
Medical	• 6.1% actual and 10% for renewal
Purchased Transportation	• 15% increase in paratransit trips
Services	• Saturday Plus services January 2025
COVID Funds	• \$18,547,198



FY 2025 REVENUE - OPERATING BUDGET





FY 2025 REVENUE - OPERATING BUDGET

OPERATING REVENUE

MTTF Collections & interest	\$70,986,102	65.1%
Farebox	\$6,197,337	5.7%
Partnership fare sales	\$1,536,008	1.4%
State Funds - Indiana & KIPDA	\$1,276,642	1.2%
Advertising	\$1,100,000	1.0%
Other Agency Revenues	\$447,300	0.4%
Total Recoveries - Insurance	\$100,000	0.1%
Total Operating Revenues	<u>\$81,643,389</u>	75%

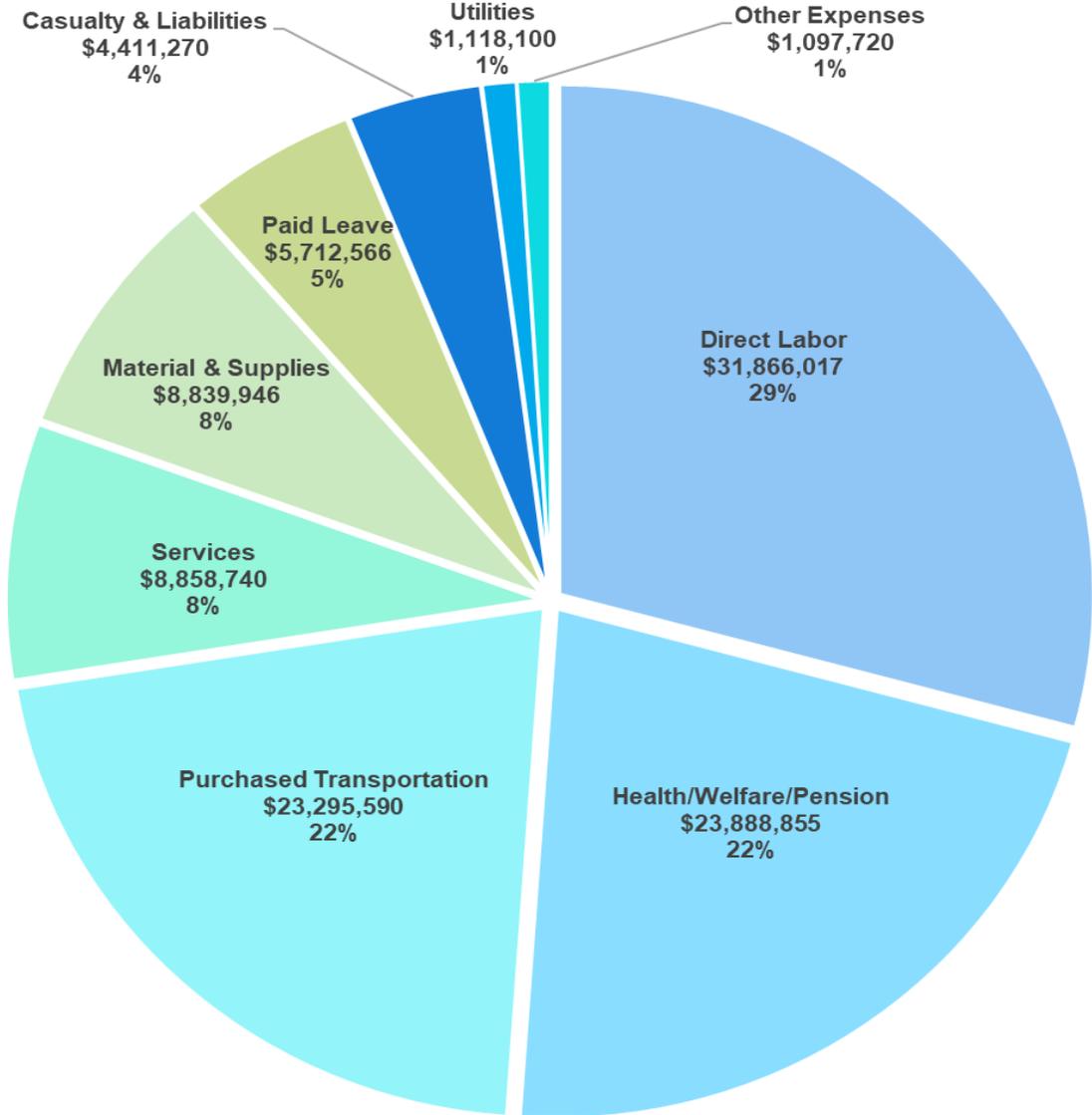
SUBSIDIES

COVID Funds	\$18,547,198	17.0%
Capital Eligible Expense Reimbursement - FTA	\$8,503,415	7.8%
KY State Funds For Local Match	\$394,802	0.4%
Total Subsidies	<u>\$27,445,415</u>	25%

TOTAL REVENUES BEFORE CAPITAL	<u><u>\$109,088,804</u></u>	100%
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FY 2025 EXPENSES - OPERATING BUDGET



Total Operating Expenses \$109,088,804



FY 2025 EXPENSES - OPERATING BUDGET

OPERATING EXPENSES

Direct Labor	\$31,866,017	29.21%
Health/Welfare/Pension	\$23,888,855	21.90%
Purchased Transportation	\$23,295,590	21.35%
Services	\$8,858,740	8.12%
Material & Supplies	\$8,839,946	8.10%
Paid Leave	\$5,712,566	5.24%
Casualty & Liabilities	\$4,411,270	4.04%
Utilities	\$1,118,100	1.02%
Other Expenses	\$1,097,720	1.01%
TOTAL OPERATING EXPENSE BEFORE CAPITAL	<u>\$109,088,804</u>	100.0%



FY 2025 CAPITAL PROJECTS & PROGRAM OF FUNDS

Projects That Use Formula Funds	TOTAL	FEDERAL	MTTF	STATE	OTHER
Purchase Twelve (12) Clean Diesel Buses*	8,833,731	7,066,985	1,550,000	216,746	0
Bus Components	0	0	0	0	0
Architectural & Engineering Services	469,888	375,910	40,000	53,978	0
Infotech Systems*	6,635,494	5,308,395	850,000	477,099	0
Security Improvements*	704,146	563,317	54,859	85,970	0
Support Vehicles*	210,000	168,000	0	42,000	0
Facility Renovation Projects*	8,307,198	6,645,758	625,000	1,036,440	0
Bus Line Inspection	15,000	12,000	3,000	0	0
Sub-total	25,175,457	20,140,365	3,122,859	1,912,233	0
Projects That Use Other (5339 & Flex) Formula Funds	TOTAL	FEDERAL	MTTF	STATE	OTHER
Purchase Eighteen (18) ADA Paratransit Vans	2,073,845	1,659,076	361,643	53,126	0
Purchase Eight (8) Battery Electric Buses - Partial*	1,980,000	1,584,000	0	396,000	0
Architectural & Engineering Services	36,797	29,438	7,359	0	0
Shop Equipment - Bus Lift Replacement*	762,854	610,283	50,000	102,571	0
Infotech Systems*	1,002,287	801,830	134,034	66,423	0
Mobile Ticketing (5339)	221,723	177,378	44,345	0	0
Support Vehicles*	250,000	200,000	50,000	0	0
Office Equipment	44,833	35,866	8,967	0	0
Facility Renovation Projects*	2,850,059	2,280,047	143,644	426,368	0
Transit Enhancements	949,025	759,220	461	187,500	1,844
Sub-total	10,171,423	8,137,138	800,453	1,231,988	1,844
Projects That Use Discretionary Funds	TOTAL	FEDERAL	MTTF	STATE	OTHER
Purchase Eight (8) Battery Electric Buses - Partial*	5,786,358	4,629,086	1,157,272	0	0
Architectural & Engineering Services	418,734	353,918	64,816	0	0
Photovoltaic Power Projects	107,761	86,209	21,552	0	0
Bus Charging Infrastructure	4,712,517	4,033,356	679,161	0	0
Workforce Development	475,000	427,500	47,500	0	0
Project Management (LowNo-CMAQ)	16,066	12,853	3,213	0	0
Operations Planning (APP-RR)	1,230,100	1,230,100	0	0	0
Sub-total	12,746,536	10,773,022	1,973,514	0	0
SUB-TOTAL - All Capital Projects	48,093,416	39,050,525	5,896,826	3,144,221	1,844

KEY CAPITAL PROJECTS

- Fleet Replacement \$13.7M
(12 Clean Diesel, 18 Paratransit Vehicles, 8 Electric)
- Facility Renovation \$11.2M
- Transit ITS \$7.6M
(On-board Computer-Aided Dispatch Automatic Vehicle Location)
- Safety and Security Program \$704K



FY 2025 CAPITAL PROJECTS & PROGRAM OF FUNDS

Capital Eligible Expense Reimbursements

<i>Projects That Use Formula Funds*</i>	TOTAL	FEDERAL	MTTF	STATE	OTHER
Non-Fixed Route ADA Paratransit	7,625,676	6,100,541	1,366,803	158,332	0
Capital Cost of Contracting (Fixed Route)	85,940	68,752	9,500	7,688	0
Capital Maintenance	1,143,910	915,128	0	228,782	0
Sub-total 5307 Formula Contributions	8,855,526	7,084,421	1,376,303	394,802	0
<i>Projects That Use Formula Funds</i>	TOTAL	FEDERAL	MTTF	STATE	OTHER
ADA Paratransit Work Trips	408,594	408,594	0	0	0
Sub-total 5310 Formula Contributions	408,594	408,594	0	0	0
<i>Projects That Use COVID Funds*</i>	TOTAL	FEDERAL	MTTF	STATE	OTHER
COVID Emergency Operations	18,547,198	18,547,198	0	0	0
Sub-total CARES Act Contributions	18,547,198	18,547,198	0	0	0
<i>Projects That Use CMAQ Funds</i>	TOTAL	FEDERAL	MTTF	STATE	OTHER
Outer Loop Service	463,000	370,400	92,600	0	0
Cross River Connector Service	800,000	640,000	160,000	0	0
Sub-total CMAQ	1,263,000	1,010,400	252,600	0	0
SUB-TOTAL - All Contributions to Operations	29,074,318	27,050,613	1,628,903	394,802	0
TOTAL	77,167,734	66,101,138	7,525,729	3,539,023	1,844

*Capital funds being used to offset operating budget shortfall

MTTF Capital Projects = \$5.9M
MTTF Capital Eligible Expense Reimbursement = \$1.6M



BUDGET BY EXPENSE CATEGORY WITH SATURDAY PLUS IN JANUARY 2025

	FY23 ACTUAL	FY24 BUDGET	FY24 ESTIMATE	FY25 BUDGET		
BEGINNING MTTF BALANCE	\$46,436,662	\$45,198,692	\$56,541,912	\$56,541,912		
OPERATING REVENUE						FY 24 EST vs FY 24 BUD
FAREBOX	\$5,927,630	\$5,819,906	\$6,075,821	\$6,197,337	2.00%	\$121,516
SPECIAL FARES	\$1,626,012	\$1,535,890	\$1,505,890	\$1,536,008	2.00%	\$30,118
CHARTER	\$0	\$0	\$0	\$0	0.00%	\$0
ADVERTISING	\$650,000	\$650,000	\$650,000	\$1,100,000	69.23%	\$450,000
OTHER AGENCY REVENUES	\$569,206	\$363,300	\$447,300	\$447,300	0.00%	\$0
TOTAL RECOVERIES - INSURANCE	\$113,119	\$50,000	\$150,000	\$100,000	-33.33%	(\$50,000)
MTTF COLLECTIONS	\$71,324,309	\$69,641,385	\$73,464,038	\$75,300,639	2.50%	\$1,836,601
MTTF INTEREST	\$1,520,993	\$550,000	\$1,566,623	\$1,582,289	1.00%	\$15,666
STATE GOVERNMENT FUNDS	\$1,732,947	\$1,276,642	\$1,276,642	\$1,276,642	0.00%	\$0
FEDERAL REIMB. FUNDS-ACCESS TO JOBS	\$494,869	\$0	\$0	\$0	0.00%	\$0
MTTF PRINCIPAL	(\$10,105,250)	\$0	\$0	\$0	0.00%	\$0
TOTAL REVENUES	\$73,853,835	\$79,887,123	\$85,136,314	\$87,540,215	2.82%	\$2,403,901
OPERATING EXPENSES						
DIRECT LABOR	\$32,534,202	\$33,240,842	\$34,132,790	\$31,866,017	-6.64%	(\$2,266,773)
FRINGE BENEFITS:						
VACATION/HOLIDAY/SICK/BIRTHDAY	\$4,721,573	\$5,664,910	\$5,657,470	\$5,712,566	0.97%	\$55,096
HEALTH/WELFARE/PENSION	\$25,752,374	\$25,047,219	\$25,233,270	\$23,888,855	-5.33%	(\$1,344,415)
SERVICES	\$5,618,683	\$7,737,546	\$7,720,710	\$8,858,740	14.74%	\$1,138,030
MATERIAL&SUPPLIES	\$6,587,012	\$9,035,040	\$9,255,700	\$8,839,946	-4.49%	(\$415,754)
UTILITIES	\$1,079,278	\$1,205,000	\$1,045,000	\$1,118,100	7.00%	\$73,100
CASUALTY&LIABILITY	\$2,586,613	\$3,827,100	\$3,939,970	\$4,411,270	11.96%	\$471,300
PURCHASED TRANSPORTATION	\$16,130,617	\$23,507,410	\$20,466,600	\$23,295,590	13.82%	\$2,828,990
INTEREST EXPENSE	\$2,220	\$0	\$0	\$0	0.00%	\$0
OTHER EXPENSE	\$424,308	\$961,020	\$699,120	\$1,097,720	57.01%	\$398,600
TOTAL OPERATING EXPENSE	\$95,436,880	\$110,226,087	\$108,150,630	\$109,088,804	0.87%	\$938,174
CAPITAL ELIGIBLE EXPENSE REIMBURSEMENT	(\$2,971,879)	(\$9,218,469)	(\$5,851,876)	(\$10,527,120)	79.89%	(\$4,675,244)
CRRSAA FUNDING	(\$12,058,902)	\$0	\$0	\$0	0.00%	\$0
ARP	(\$9,596,003)	(\$28,695,496)	(\$20,150,175)	(\$18,547,198)	-7.96%	\$1,602,977
SUBTOTAL	(\$24,626,784)	(\$37,913,965)	(\$26,002,051)	(\$29,074,318)	11.82%	(\$3,072,267)
NET OPERATING EXPENSE	\$70,810,096	\$72,312,122	\$82,148,579	\$80,014,486	-2.60%	(\$2,134,093)
MTTF CAPITAL SHARE	\$3,043,739	\$7,575,001	\$2,987,735	\$7,525,729	151.89%	\$4,537,994
TOTAL OPERATING/CAPITAL	\$73,853,835	\$79,887,123	\$85,136,314	\$87,540,215	2.82%	\$2,403,901
ENDING MTTF BALANCE	\$56,541,912	\$45,198,692	\$56,541,912	\$56,541,912	0.00%	\$0

MTTF Principal shows how much is added or withdrawn from the MTTF Balance based on revenue over expenses for the fiscal year.

TARC policy is to keep 2 months of reserve for Operating Expenses.



BUDGET BY DEPARTMENT WITH SATURDAY PLUS IN JANUARY 2025

	FY23 ACTUAL	FY24 BUDGET	FY24 ESTIMATE	FY25 BUDGET		
BEGINNING MTTF BALANCE	\$46,436,662	\$45,198,692	\$56,541,912	\$56,541,912		
OPERATING REVENUE						FY 24 EST vs FY 24 BUD
FAREBOX	\$5,927,630	\$5,819,906	\$6,075,821	\$6,197,337	2.00%	\$121,516
SPECIAL	\$1,626,012	\$1,535,890	\$1,505,890	\$1,536,008	2.00%	\$30,118
CHARTER	\$0	\$0	\$0	\$0	0.00%	\$0
ADVERTISING	\$650,000	\$650,000	\$650,000	\$1,100,000	69.23%	\$450,000
NON-TRANSPORTATION	\$569,206	\$363,300	\$447,300	\$447,300	0.00%	\$0
TOTAL RECOVERIES -INSURANCE	\$113,119	\$50,000	\$150,000	\$100,000	-33.33%	(\$50,000)
MTTF COLLECTIONS	\$71,324,309	\$69,641,385	\$73,464,038	\$75,300,639	2.50%	\$1,836,601
MTTF INTEREST	\$1,520,993	\$550,000	\$1,566,623	\$1,582,289	1.00%	\$15,666
INDIANA/KIPDA/OTHER	\$1,732,947	\$1,276,642	\$1,276,642	\$1,276,642	0.00%	\$0
FEDERAL REIMB. FUNDS-ACCESS TO JOBS	\$494,869	\$0	\$0	\$0	0.00%	\$0
MTTF PRINCIPAL	(\$10,105,250)	\$0	\$0	\$0	0.00%	\$0
TOTAL REVENUES	\$73,853,835	\$79,887,123	\$85,136,314	\$87,540,215	2.82%	\$2,403,901
OPERATING EXPENSES						
TRANSPORTATION	\$44,472,679	\$44,629,688	\$46,083,130	\$41,279,399	-10.42%	(\$4,803,731)
MAINTENANCE	\$17,143,061	\$18,296,161	\$18,663,210	\$19,083,874	2.25%	\$420,664
PARATRANSIT/CUST SERVICE	\$17,779,656	\$25,560,324	\$22,396,400	\$25,555,720	14.11%	\$3,159,320
MARKETING	\$541,400	\$1,098,893	\$1,043,280	\$1,361,053	30.46%	\$317,773
PLAN/SCHED	\$1,008,117	\$985,539	\$855,450	\$945,547	10.53%	\$90,097
EXECUTIVE OFFICE	\$1,795,918	\$2,390,275	\$2,130,300	\$2,020,172	-5.17%	(\$110,128)
GRANTS	\$453,214	\$954,374	\$845,500	\$629,729	-25.52%	(\$215,771)
SAFETY	\$4,478,980	\$6,404,284	\$6,758,120	\$7,069,211	4.60%	\$311,091
PURCHASING	\$1,119,653	\$1,089,649	\$1,104,550	\$1,202,256	8.85%	\$97,706
IT	\$3,402,115	\$4,369,294	\$4,237,830	\$4,688,775	10.64%	\$450,945
FINANCE	\$1,735,297	\$2,187,079	\$2,096,840	\$2,188,083	4.35%	\$91,243
HUMAN RESOURCES	\$1,029,995	\$1,342,197	\$1,176,440	\$2,185,900	85.81%	\$1,009,460
TRAINING	\$476,795	\$918,330	\$759,580	\$879,085	0.00%	\$119,505
TOTAL OPERATING EXPENSE	\$95,436,880	\$110,226,087	\$108,150,630	\$109,088,804	0.87%	\$938,174
CAPITAL ELIGIBLE EXPENSE REIMBURSEME	(\$2,971,879)	(\$9,218,469)	(\$5,851,876)	(\$10,527,120)	79.89%	(\$4,675,244)
CARRSA FUNDING	(\$12,058,902)	\$0	\$0	\$0	0.00%	\$0
ARP	(\$9,596,003)	(\$28,695,496)	(\$20,150,175)	(\$18,547,198)	0.00%	\$1,602,977
SUBTOTAL	(\$24,626,784)	(\$37,913,965)	(\$26,002,051)	(\$29,074,318)		(\$3,072,267)
NET OPERATING EXPENSE	\$70,810,096	\$72,312,122	\$82,148,579	\$80,014,486	-2.60%	(\$2,134,093)
MTTF CAPITAL SHARE	\$3,043,739	\$7,575,001	\$2,987,735	\$7,525,729	151.89%	\$4,537,994
TOTAL OPERATING/CAPITAL	\$73,853,835	\$79,887,123	\$85,136,314	\$87,540,215	2.82%	\$2,403,901
ENDING MTTF BALANCE	\$56,541,912	\$45,198,692	\$56,541,912	\$56,541,912	0.00%	\$0

Explanations

- Saturday Plus implemented January 2025
- New shelter maintenance agreement
- Increase Purchased Transportation
- Media advertising
- Insurance premiums & expenses
- Increased unemployment insurance



FY 2025 SATURDAY PLUS IMPLEMENTED JANUARY 2025

Saturday Plus Implemented January 2025	Increases	Savings
Labor		(\$3,716,276)
Fringes		(\$2,176,850)
Materials & Supplies		<u>(\$1,162,007)</u>
	Subtotal	(\$7,055,133)
Loss in Formula Capital Eligible Expense Reimbursement	\$5,040,453	
Increase in Unemployment Insurance	<u>\$915,200</u>	
	Subtotal	\$5,955,653
Net Saturday Plus savings in FY 2025 Budget		(\$1,099,480)
Other Increases/Decreases (Mainly Purchased Transportation)	<u>\$2,037,654</u>	
By Expense Category change in FY 2025 Budget	\$938,174	

SATURDAY PLUS SERVICE

Saturday Plus is the least intrusive way for TARC to preserve essential service while still taking important action to address the looming fiscal cliff

What does Saturday Plus mean?

- Weekday schedules on a majority of TARC bus routes will shift to Saturday-level service, meaning fewer scheduled buses every hour and less frequent service Monday-Friday.
- This is similar to service reductions TARC implemented during the height of the COVID pandemic.
- TARC3 service will remain at current levels.

Why is it necessary?

Saturday Plus allows TARC to reduce expenses until the network redesign is complete and new sources of revenue are identified and implemented.



SATURDAY PLUS SERVICE FACTS

Current Service

- TARC routes operate weekday schedules on Monday – Friday, and Saturday and Sunday schedules on weekends.

Saturday Plus Service

- Most of the TARC routes will operate on Saturday's schedule Monday to Friday. The exceptions will be TARC's core frequency routes that almost 50 percent of TARC riders rely on and routes necessary to provide access to major employment hubs during the workweek.
- Saturday and Sunday schedules will remain the same as they are currently.
- Hours of service (AM to PM) on routes changing to Saturday Plus service will be adjusted accordingly.
- TARC service area will not be impacted with Saturday Plus changes, and no passengers will be left without TARC service.
- The route's frequency and number of trips Monday - Friday will be reduced on most routes potentially impacting passenger's daily schedules and increasing wait times at the stops.
- TARC 3 paratransit service will not be impacted with Saturday Plus schedules.
- Saturday Plus will be implemented in January 2025



SATURDAY PLUS SUMMARY OF CHANGES

JAN 2025 PROPOSED SATURDAY PLUS SERVICE ALL ROUTES WILL MAINTAIN THEIR CURRENT HOURS AND FREQUENCIES ON SATURDAYS AND SUNDAYS					
INDICATES NO CHANGE IN WEEKDAY SERVICE					
ROUTE	ROUTE NAME	CURRENT SPAN OF SERVICE	CURRENT FREQUENCY	SATURDAY+ SPAN OF SERVICE	SATURDAY+ FREQUENCY
2	Second Street	05:10 - 22:20	35 / 70	06:15 - 22:20	70
4	Fourth Street	04:50 - 00:14	15 / 30	04:50 - 00:14	15 / 30
6	Sixth Street	04:58 - 00:24	40 / 60	05:20 - 00:37	60
10	Dixie Rapid	04:03 - 00:00	15 / 30	04:03 - 00:00	15 / 30
12	Twelfth Street	04:57 - 20:04	60	09:51 - 18:09	60
15	Market Street	04:58 - 23:39	15-20 / 40 / 70	05:37 - 23:32	60-75
17	Bardstown Road	05:40 - 23:19	20-50 / 60-80 / 40 / 90	06:01 - 22:29	90
18	18th Street-Dixie Highway	03:55 - 00:36	40	05:29 - 00:23	40
19	Muhammad Ali Blvd	04:15 - 00:42	15-30 / 30 / 30-60	05:14 - 00:37	40 / 60
21	Chestnut Street	05:12 - 23:06	30-40 / 45-90 / 70-85	05:53 - 21:56	60-75
22	Twenty-Second Street	05:43 - 19:58	65-85	05:43 - 19:58	65-85
23	Broadway	04:32 - 00:11	15 / 20-60	04:32 - 00:11	15 / 20-60
25	Oak-Westport Crosstown	04:55 - 23:32	30-45 / 45 / 50-70	06:17 - 22:57	70
27	Hill Street	05:13 - 22:15	40 / 60	05:58 - 22:14	60
28	Jackson Street-Preston Highway	04:39 - 00:13	15 / 30-60	04:39 - 00:13	15 / 30-60
29	Eastern Parkway	05:15 - 22:55	36-62 / 40- 60	05:55 - 21:34	60
31	Shelbyville Road	05:23 - 23:45	30-60 / 80 / 70	06:15 - 11:35	75-135
40	Taylorsville Road	04:25 - 23:48	35-60 / 75 / 40 / 90	05:18 - 21:44	90
43	Poplar Level	04:42 - 23:53	30-60 / 70 / 80-90	05:35 - 23:26	60-75
46	National Turnpike - Outer Loop	05:00 / 18:20	8 AM and 8 PM trips	05:00 / 18:20	8 AM and 8 PM trips
52	Medical Center Circulator	09:30 - 15:44	20-40	09:30 - 17:09	35 / 50
63	Crums Lane	05:04 - 23:35	30-40 / 70 / 60-70	05:55 - 21:35	60 / 70
71	Jeffersonville-Louisville-New Albany	05:17 - 22:36	35 / 55 / 80	05:38 - 22:04	25 / 60-80
72	Clarksville	05:38 - 23:58	30-35 / 50 / 50-80	06:28 - 23:18	45-50 / 80
73	West Louisville-River Ridge	05:25 / 19:39	Total 11 trips / day	5:30 / 19:39	11 trips - no change
74	Chamberlain Lane-River Ridge	05:07 / 20:14	Total 11 trips / day	05:07 / 20:14	11 trips - no change
75	Bluegrass Circulator	Total 8 trips /day	4 AM and 4 PM trips		
93	UPS Shuttle-UL-JCTC	03:26 / 00:36	2 AM and 2 PM trips	03:26 / 00:36	4 trips - no change
94	Cardinal Shuttle	06:40 - 21:36	3 - 5 / 10	06:40 - 21:36	3 - 5 / 10
99	UPS Shuttle West Louisville	04:29 / 23:18	1 AM and 1 PM trip	04:29 / 23:18	2 trips - no change



TARC 2025 NETWORK REDESIGN

What is the TARC 2025 Network Redesign?

The TARC 2025 Network Redesign project will work directly with the community and TARC to develop and deliver two proposals for an updated TARC transit network that can better meet the community's goals and priorities – within the reality of the funding that TARC can expect over the next 5-10 years.

Why is the TARC 2025 Network Redesign important?

The TARC 2025 Network Redesign is one of the core TARC approaches to proactively address the looming fiscal cliff. The network redesign process centers around detailed community and stakeholder conversation and input to identify the most important transit goals and priorities in order to implement an updated network that focuses on the community's most important needs.

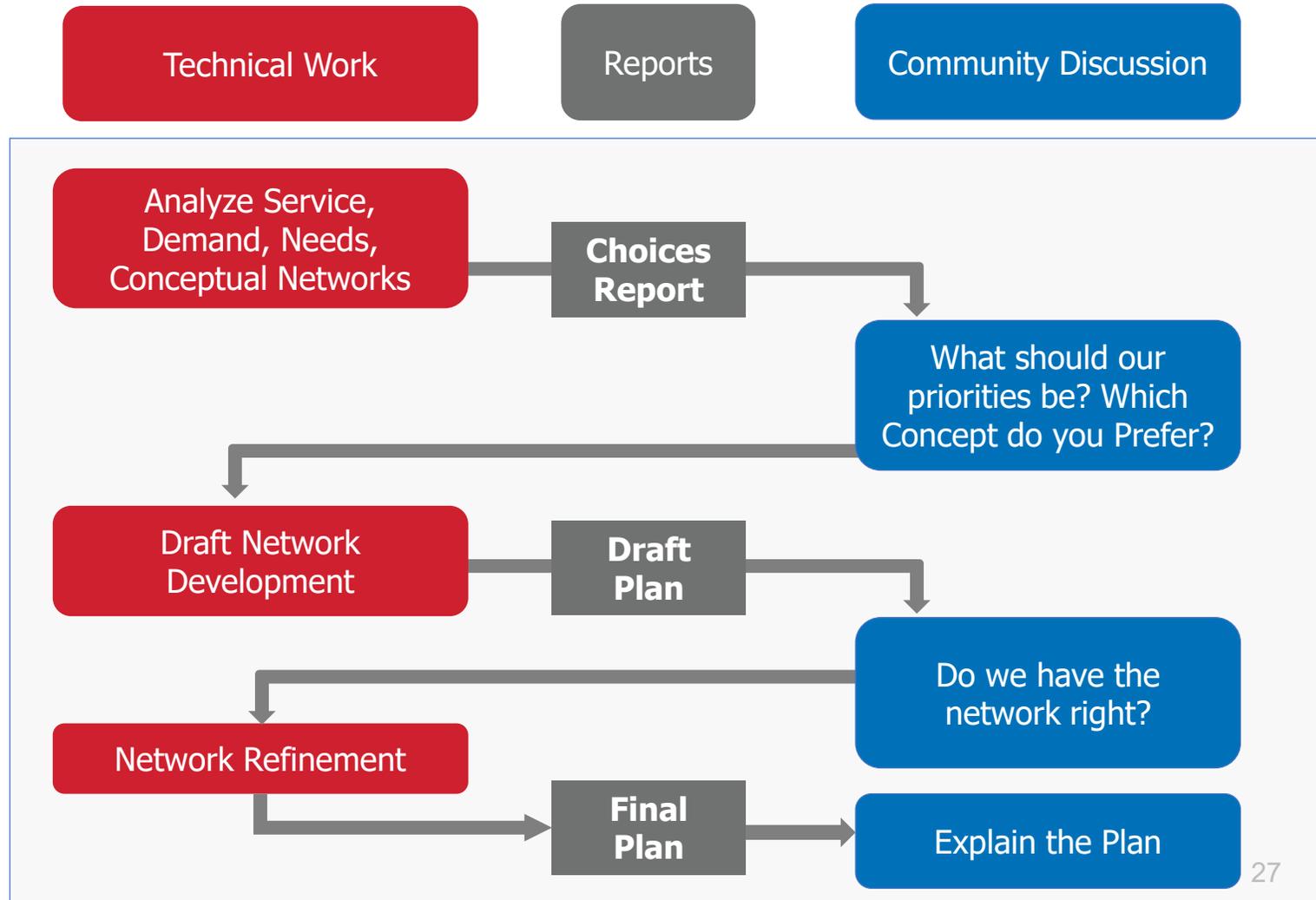
When will the TARC 2025 Network Redesign be completed?

The TARC 2025 Network Redesign final proposals will be completed by February 2025 and the network changes could be implemented as soon as August 2025.

TARC 2025: HOW DOES IT WORK?

THE PROJECT IS A CONVERSATION

- The process builds on the interaction between the technical work and community conversations.
- At the key points in blue, we will engage the public and riders.



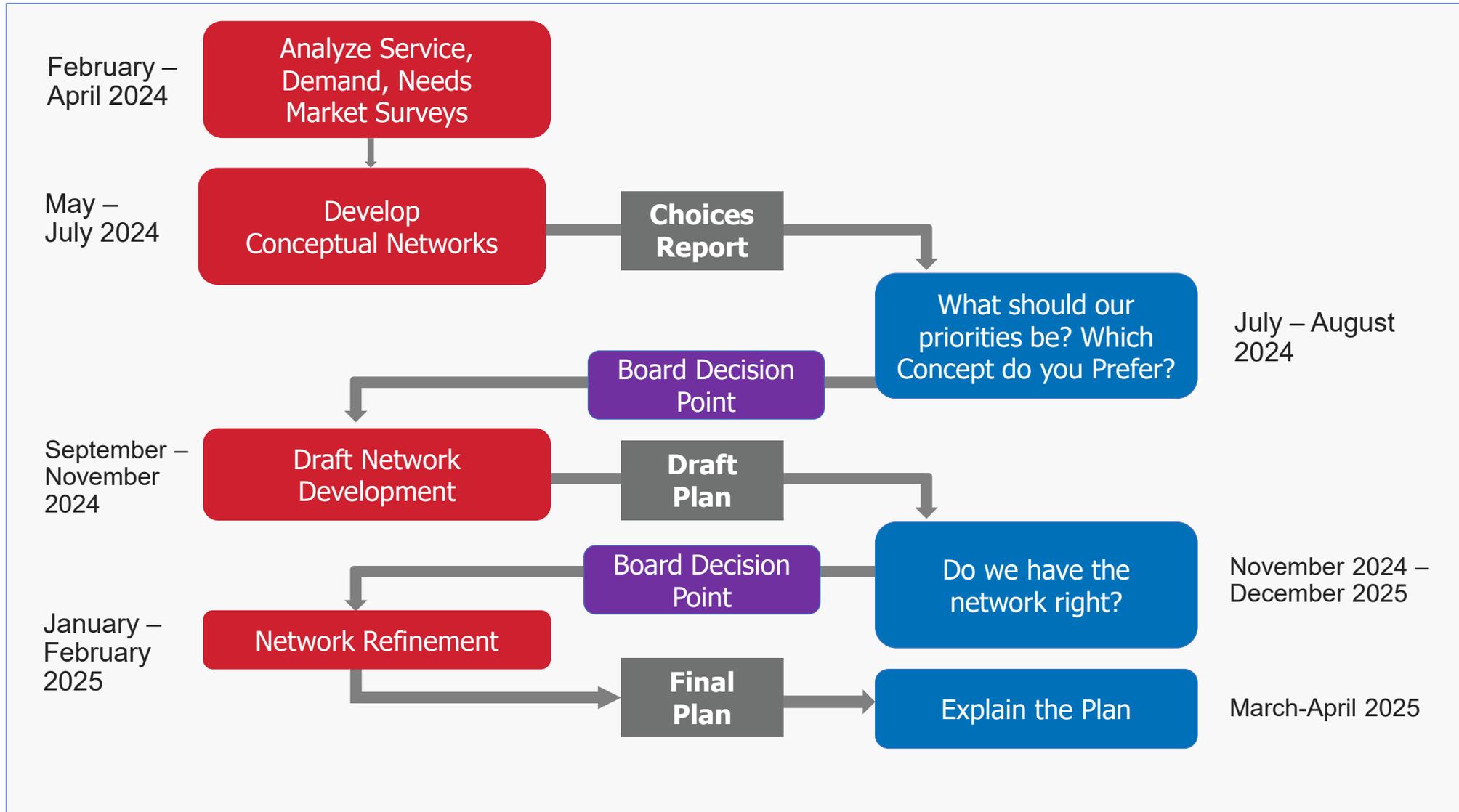


TARC 2025: TIMELINE

Technical Work

Reports

Community Discussion





DRAFT FISCAL YEAR 2025 BUDGET

April 15, 2024

MEMORANDUM

March 25, 2024

TO: TARC Board

FROM: Ted Smith, Board Chair

RE: Budget Scenarios to Guide the Agency

I look forward to our meeting on Wednesday, and I hope you have read the “16 Facts” document prepared by our Finance Committee Chair Miller that I emailed recently. It is a very important reference document, and I encourage you to have it handy for our discussion.

It is incumbent upon the agency to produce a budget that the TARC Board will approve in the coming weeks and, ultimately, that Metro Council will consider in June. I hope you all watched the Boards and Commissions training module to remind us that our role is not to manage the operations of the agency but is to provide oversight and direction. This week’s Board meeting is the best opportunity we have to provide guidance to TARC leadership to produce a budget that we can approve (likely at a special board meeting in mid-April).

I have come to understand the uncertainty created by the forecasted fiscal cliff will require us to consider the value of time and available funds. I share below a range of three options, **which is not exhaustive**. These options will allow the Board to frame the timing issue, which the agency may consider in constructing a budget that responsibly stewards the riders, employees of TARC, and all who benefit from TARC’s service.

- 1) A continuation budget that delays action by a year and implements a system redesign early in FY26. This option has the advantage of no service disruption to the current system until we get the TARC 2025 recommendations for a significantly reduced and redesigned system that TARC can afford within our projected revenue in FY26
- 2) A budget that includes a request to Louisville Metro Government to offer substantial additional funding to TARC in the FY25 budget (that could also involve changing the occupational tax allocation to TARC). This option would preserve all jobs and service along with pushing back the fiscal cliff date by at least a year.
- 3) A reduction in service at some time in FY25, sufficient to provide at least an extra year to navigate increased funding options. This time could be used to analyze the TARC 2025 recommendations and redesign the system for a new TARC. This option would push back the fiscal cliff date by a year or more and allow us to explore a communications process to advocate for increased funding from public sources and preserve the possibility of not further reducing TARC service but instead implement a new TARC service in FY27.

**TARC Board of Directors
Financial Summary - Recap
February 2024, Fiscal Year 2024**



Current month Operating revenues are over budget \$25,832 (pg. 2, line 9) mainly due to all revenues being over except Passenger Fares. Current month Operating expenses are under budget \$1,481,923 (pg. 2, line 41) due to all expenses being under budget. Capital expenses are under by \$126,608 (pg. 2, line 48) due to all capital expenses being under budget for the month.

Year-to-date Operating revenues are over \$686,999 (pg. 2, Line 9) mainly due to Passenger Fares, Other Agency Revenues (mainly Gov Deals sales) and Insurance Recoveries. Year to date expenses are under \$6,541,825 (pg. 2, line 41) due to all expenses being under budget except Labor. Coach Operator labor is the main driver for labor being over and this could be timing due to timing of sick, holiday, vacations and other paid absences. Year-to-date Capital expenses are under budget \$116,183 (pg. 2, line 48) mainly due to timing of capital projects and projecting out depreciation for the current year.

Over all TARC is under budget projections for expenses year-to-date and the MTTF receipts are performing over projections, currently projecting that TARC will be under budget for the year overall unless MTTF receipts are not favorable in April and May.

Statement of Revenue - Expenses - with Capital Contributions

February 2024, Fiscal Year 2024



Description	Current Month				Fiscal Year-to-date			
	FY24 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
Revenues								
1 Passenger Fares	4,859,906	397,208	401,750	(4,542)	3,456,629	3,222,856	233,773	28.87%
2 Paratransit Fares	960,000	82,480	80,000	2,480	645,294	640,000	5,294	32.78%
3 Special Fare Revenues (MOA/MOU Agreements)	1,535,890	122,685	120,000	2,685	1,091,071	1,055,890	35,181	28.96%
4 Comp Specials	0	0	0	0	0	0	0	0.00%
5 Advertising Revenue	650,000	54,167	54,167	0	433,333	433,336	(3)	33.33%
6 Other Agency Revenues	363,300	38,119	30,275	7,844	353,194	242,200	110,994	2.78%
7 Total Recoveries-Insurance	50,000	21,532	4,167	17,365	335,096	33,336	301,760	-570.19%
8				0				
9 Operating Revenues	8,419,096	716,190	690,359	25,832	6,314,617	5,627,618	686,999	25.00%
10								
11 MTF Contributions- Federated, Operating	62,616,384	5,078,518	5,669,187	(590,669)	41,635,056	42,225,725	(590,669)	33.51%
12 Local Government Funds - MTF, Operating	1,261,975	341,319	84,115	257,204	506,119	799,220	(293,101)	59.89%
13 COVID Funds - FTA, Operating	36,651,990	1,100,113	2,544,792	(1,444,679)	16,207,242	23,242,134	(7,034,892)	55.78%
14 State Government Funds, Operating	1,276,642	270,390	0	270,390	1,322,721	632,883	689,838	-3.61%
15								
16 Total Non-Operating Revenues	101,806,991	6,790,340	8,298,094	(1,507,754)	59,671,138	66,899,962	(7,228,824)	41.39%
17								
18 Total Revenues Before Cap Contributions	110,226,087	7,506,530	8,988,453	(1,481,922)	65,985,755	72,527,580	(6,541,825)	40.14%
19								
20 Local Government Funds - MTF, Cap	6,384,870	(17,436)	321,355	(338,791)	272,974	3,645,989	(3,373,015)	95.72%
21 Federal Reimbursement Funds - FTA, Cap	25,816,643	566,038	1,377,811	(811,773)	9,191,855	14,768,729	(5,576,874)	64.40%
22 State Government Funds, Cap	0	20,753	0	20,753	1,918,430	0	1,918,430	0.00%
23 Other Agencies Revenue, Cap	0	0	0	0	0	0	0	0.00%
24								
25 Total Capital Contributions	32,201,513	569,355	1,699,166	(1,129,811)	11,383,259	18,414,718	(7,031,459)	64.65%
26								
27 Total Revenues	142,427,600	8,075,885	10,687,619	(2,611,733)	77,369,014	90,942,298	(13,573,284)	45.68%
28								
29								
Expenses								
30								
31								
32 Labor	33,240,842	2,770,253	2,857,628	(87,375)	22,424,143	22,045,585	378,558	32.54%
33 Fringes & Benefits	30,712,129	2,113,302	2,358,070	(244,768)	19,755,352	20,630,251	(874,899)	35.68%
34 Services	7,737,546	414,041	636,097	(222,056)	3,784,414	5,168,814	(1,384,400)	51.09%
35 Materials	9,035,040	737,296	751,295	(13,999)	5,372,615	5,991,417	(618,802)	40.54%
36 Utilities	1,205,000	87,715	100,417	(12,702)	659,674	803,336	(143,662)	45.26%
37 Casualty & Liability	3,827,100	(63,207)	318,926	(382,133)	2,293,834	2,551,408	(257,574)	40.06%
38 Purchased Transportation	23,507,410	1,436,339	1,892,562	(456,223)	11,481,929	14,721,605	(3,239,676)	51.16%
39 Interest Expense	0	0	0	0	0	0	0	0.00%
40 Other Expenses	961,020	10,791	73,458	(62,667)	213,794	615,164	(401,370)	77.75%
41 Operating Expenses	110,226,087	7,506,530	8,988,453	(1,481,922)	65,985,755	72,527,580	(6,541,825)	40.14%
42								
43								
44								
45 Development Cost & Loss on Disposal	2,083,268	17,239	115,158	(97,919)	92,921	485,335	(392,414)	95.54%
46 Depreciation Expenses	12,579,047	1,062,394	1,091,083	(28,689)	8,257,488	7,981,256	276,232	34.36%
47 Loss on Disposal of Assets	0	0	0	0	0	0	0	0.00%
48 Total Capital Expenses	14,662,315	1,079,633	1,206,241	(126,608)	8,350,408	8,466,591	(116,183)	43.05%
49								
50 Total Expenses	124,888,402	8,586,163	10,194,694	(1,608,530)	74,336,163	80,994,171	(6,658,008)	40.48%
51								
52								
53 Revenue / Expense Difference Before Capital	0	0	0	0	0	0	0	0.00%
54								
55 Revenue / Expense Difference After Capital	17,539,198	(510,277)	492,925	(1,003,203)	3,032,850	9,948,127	(6,915,277)	82.71%

Total Labor

February 2024, Fiscal Year 2024



		Current Month			Fiscal Year-to-date				
Description	FY24 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining	
1	Direct Labor	33,240,842	2,770,253	2,857,628	(87,375)	22,424,143	22,045,585	378,558	32.54%
2	Sick Leave	1,761,580	167,169	137,810	29,359	1,170,953	1,300,340	(129,387)	33.53%
3	Holiday	1,428,538	2,540	0	2,540	913,482	991,228	(77,746)	36.05%
4	Vacation	2,236,350	107,101	182,713	(75,612)	1,498,094	1,505,498	(7,404)	33.01%
5	Other Paid Absences	238,442	22,868	16,175	6,693	151,609	173,742	(22,133)	36.42%
6									
7	Total	38,905,752	3,069,931	3,194,326	(124,395)	26,158,281	26,016,393	141,888	32.77%
8									
9	Difference compared to Budget			(124,395)		141,888			
		Current Month			Year to Date				
Description	FY24 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining	
10	FICA	2,976,282	230,822	244,366	(13,544)	1,962,740	1,990,247	(27,507)	34.05%
11	Pension	9,323,000	644,396	745,559	(101,163)	5,762,423	6,314,620	(552,197)	38.19%
12	Hospital Medical & Surgical	9,228,084	699,677	744,200	(44,523)	5,498,357	5,953,600	(455,243)	40.42%
13	Vision Care Insurance	85,741	5,086	7,153	(2,067)	39,425	57,224	(17,799)	54.02%
14	Dental Plans	345,120	17,191	28,760	(11,569)	165,706	230,080	(64,374)	51.99%
15	Life Insurance	46,536	3,484	3,878	(394)	28,186	31,024	(2,838)	39.43%
16	Disability Insurance	154,956	11,923	12,913	(990)	96,460	103,304	(6,844)	37.75%
17	Kentucky Unemployment	40,000	0	10,000	(10,000)	12,223	30,000	(17,777)	69.44%
18	Worker's Compensation	2,500,000	182,046	208,334	(26,288)	2,158,703	1,666,672	492,031	13.65%
19	Uniform & Work Clothing Allowance	345,000	18,663	16,000	2,663	294,373	281,000	13,373	14.67%
20	Other Fringes	2,500	336	209	127	2,621	1,672	949	-4.84%
21	Total Fringe & Benefits	25,047,219	1,813,624	2,021,372	(207,750)	16,021,214	16,659,443	(638,229)	36.04%
22									
23									
24	Sick Leave	1,761,580	167,169	137,810	29,359	1,170,953	1,300,340	(129,387)	33.53%
25	Holiday	1,428,538	2,540	0	2,540	913,482	991,228	(77,746)	36.05%
26	Vacation	2,236,350	107,101	182,713	(75,612)	1,498,094	1,505,498	(7,404)	33.01%
27	Other Paid Absences	238,442	22,868	16,175	6,693	151,609	173,742	(22,133)	36.42%
28	Total Compensation Benefits	5,664,910	299,678	336,698	(37,020)	3,734,138	3,970,808	(236,669)	34.08%
29									
30	Total	30,712,129	2,113,302	2,358,070	(244,770)	19,755,352	20,630,251	(874,898)	35.68%
31									
32	Difference compared to Budget			(244,768)		(874,899)			

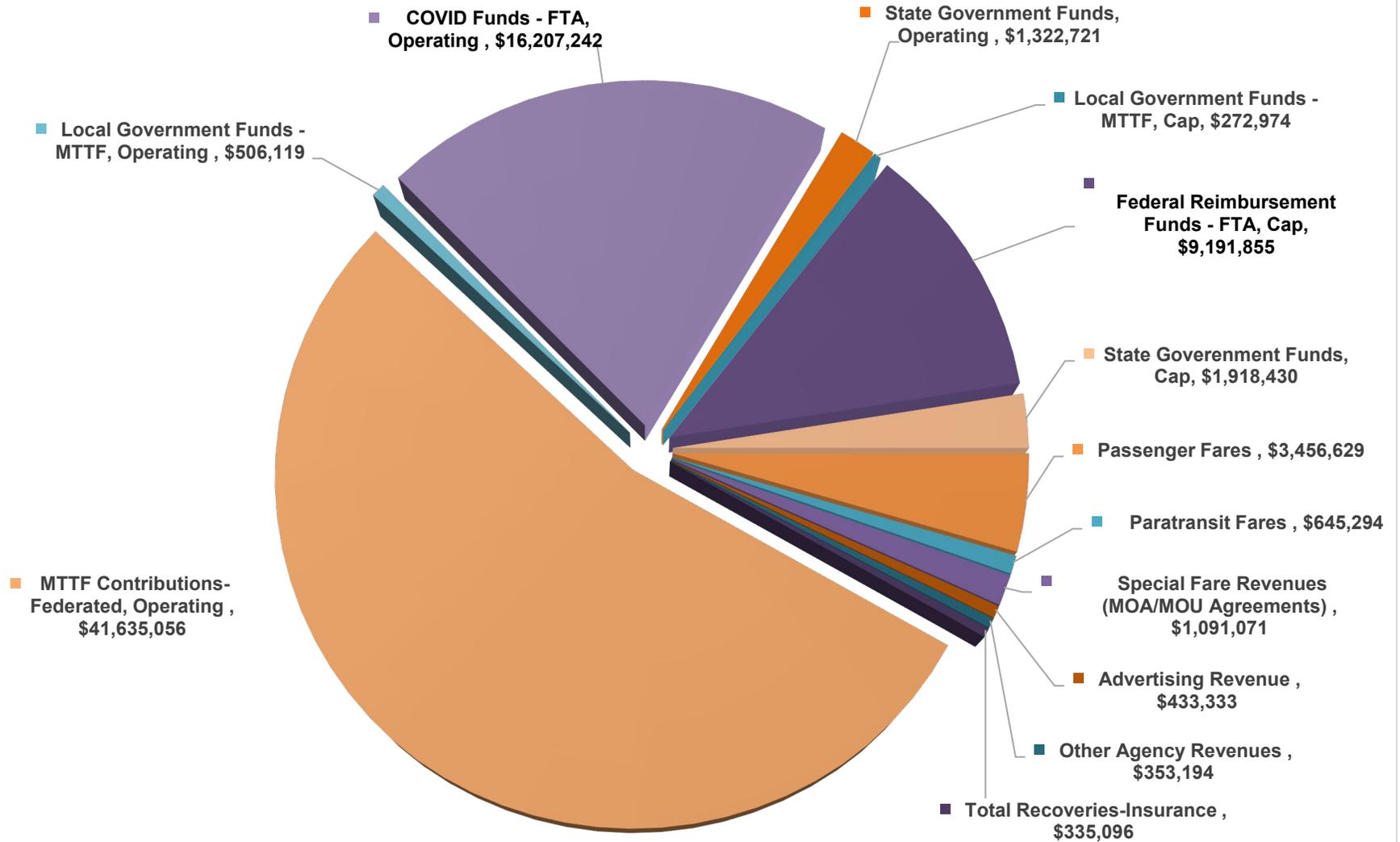


Balance Sheet

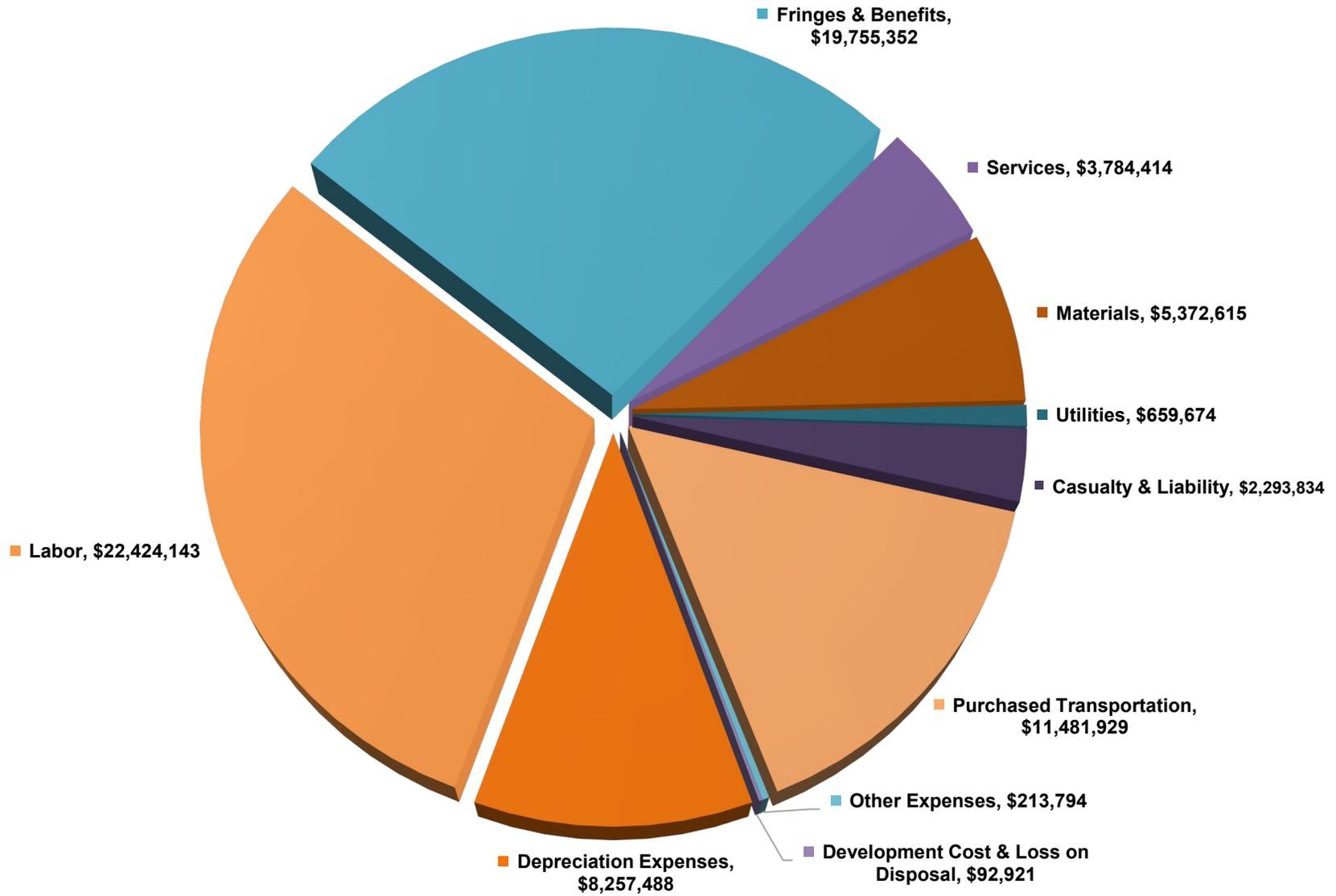
February 2024, Fiscal Year 2024

Assets	FY 24	FY 23	Liabilities, Reserves & Capital	FY 24	FY 23
Current Assets			Current Liabilities		
Cash & Cash Items	5,870,543	3,142,579	Long Term Debt	0	0
Short Term Investments	3,997,132	7,817,218	Short Term Debt	0	0
Accounts Receivable	72,570,771	93,213,332	Trade Payables	6,284,072	14,186,347
Interest Receivable	0	124	Accrued Payroll Liabilities	4,177,224	4,370,252
Due From Grant	80,000	80,000	Estimated Workmans Compensation	5,301,055	5,314,345
Materials & Supplies	2,701,262	2,127,015	Accrued Tax Liabilities	(173)	1,800
Total Current Assets	85,219,708	106,380,268	Unredeemed Tickets & Tokens	2,168,380	1,645,373
Other Assets			Reserves - Injury & Damages	710,700	1,134,900
Prepaid Insurance & Dues & WIP	1,358,326	8,830,193	Due To Operations	80,000	80,000
Total Other Assets	1,358,326	8,830,193	Unearned Capital Contributions	64,154,348	78,221,069
Fixed Assets			Other Current Liabilities (Health Ins.)	4,526,130	3,651,623
Land	3,773,249	3,187,624	Total Current Liabilities	87,401,737	108,605,710
Buildings	52,132,145	49,692,957	Equity		
Coaches	140,222,421	128,941,966	Retained Earnings	3,032,850	2,193,972
Office Equipment	11,645,778	10,736,576	Prior Year Retained Earning	78,763,717	7,898,037
Other Equipment	21,728,283	23,338,486	Total Equity	81,796,567	10,092,009
Development Costs	294,785	565,854	Total Liabilities & Equity	169,198,304	118,697,719
Vehicle Exp - Operating	1,420,405	1,420,405			
Other Equipment -Operating	185,103	189,242			
Total Fixed Assets	231,402,169	218,073,109			
Less Accumulated Depreciation					
Accumulated Depr Land	824,245	773,226			
Accumulated Depr Buildings	31,188,855	29,657,168			
Accumulated Depr Coaches	88,502,947	83,435,786			
Accumulated Depr Office Equipment	9,690,866	9,327,832			
Accumulated Depr Other Equipment	17,248,768	18,901,380			
Accumulated Depr Development Cost	92,921	243,185			
Accumulated Depr Vehicle Exp - Opr	1,074,294	1,018,168			
Accumulated Depr Other Equipment Op	159,003	147,107			
Total Depreciation	148,781,898	143,503,851			
Net Fixed Assets	82,620,271	74,569,258			
Total Assets	169,198,304	189,779,719			

YTD Revenues - January, 2024 FY 2024



YTD Expenses - January 2024, FY 2024



MassTransit Trust Fund (MTTF) Revenue Deposits



Deposit to Budget Difference FY 2024

Month	FY 24 Actual Deposits	FY 24 Budget Deposits	Difference	YTD Total	Current Month	YTD
July	\$5,772,993	\$4,832,901	\$940,092	\$940,092	19.45%	
August	\$4,556,894	\$5,053,662	(\$496,768)	\$443,324	-9.83%	4.48%
September	\$6,379,852	\$5,225,029	\$1,154,823	\$1,598,147	22.10%	10.58%
October	\$5,188,606	\$3,508,717	\$1,679,889	\$3,278,036	47.88%	17.60%
November	\$4,364,470	\$4,473,572	(\$109,102)	\$3,168,934	-2.44%	13.72%
December	\$7,192,670	\$6,400,979	\$791,691	\$3,960,625	12.37%	13.43%
January	\$6,796,045	\$6,329,856	\$466,189	\$4,426,814	7.36%	12.36%
February	\$4,863,431	\$4,578,304	\$285,127	\$4,711,941	6.23%	11.66%
March		\$5,839,108	(\$5,839,108)	(\$1,127,167)	-100.00%	-2.44%
April		\$11,523,802	(\$11,523,802)	(\$12,650,969)	-100.00%	-21.90%
May		\$5,215,370	(\$5,215,370)	(\$17,866,339)	-100.00%	-28.37%
June		\$6,660,085	(\$6,660,085)	(\$24,526,424)	-100.00%	-35.22%
TOTAL	<u>\$45,114,961</u>	<u>\$69,641,385</u>				

MTTF Revenue Deposits - Actuals

**LOUISVILLE METRO REVENUE COMMISSION
TARC LICENSE FEE TRANSACTIONS**

	February 2024	February 2023	YTD FYE 2024	YTD FYE 2023	Difference Amount	Percent Change
Receipts						
Employee Withholding	\$ 4,528,322	\$ 4,211,694	\$ 38,971,433	\$ 36,697,021	\$ 2,274,412	6.20%
Individual Fees	30	28	30	392	(362)	-92.35%
Net Profit Fees	313,015	308,468	5,770,908	4,572,627	1,198,281	26.21%
Interest & Penalty	47,530	54,598	696,790	650,659	46,131	7.09%
Total Collections	<u>\$ 4,888,897</u>	<u>\$ 4,574,788</u>	<u>\$ 45,439,161</u>	<u>\$ 41,920,699</u>	<u>\$ 3,518,462</u>	<u>8.39%</u>
Investment Income	\$ 40,534	\$ 29,015	\$ 239,228	\$ 109,006	\$ 130,222	119.46%
Total Receipts	<u>\$ 4,929,431</u>	<u>\$ 4,603,803</u>	<u>\$ 45,678,389</u>	<u>\$ 42,029,705</u>	<u>\$ 3,648,684</u>	<u>8.68%</u>
Disbursements						
Collection Fee	\$ 66,000	\$ 61,760	\$ 613,428	\$ 565,928	\$ 47,500	8.39%
Reversal of FY22 Investment Income	\$ -	\$ -	\$ -	\$ 4,534	\$ (4,534)	
Total Disbursements	<u>\$ 66,000</u>	<u>\$ 61,760</u>	<u>\$ 613,428</u>	<u>\$ 570,462</u>	<u>\$ 47,500</u>	<u>8.33%</u>
Due Mass Transit	<u>\$ 4,863,431</u>	<u>\$ 4,542,043</u>	<u>\$ 45,064,961</u>	<u>\$ 41,459,243</u>	<u>\$ 3,605,718</u>	<u>8.70%</u>
Less Previous Payments			40,201,530	36,917,200	3,284,330	8.90%
Payable To Trust Fund			<u>\$ 4,863,431</u>	<u>\$ 4,542,043</u>	<u>\$ 321,388</u>	<u>7.08%</u>



Year to Date Summary

February 2024, Fiscal Year 2024

Actual Compared to Budget YTD

	Good	In the Red	
Total Revenues before Capital are Over/ Under by (pg. 2, line 18)		\$6,541,825	
Total Expenses are Over/ Under by (pg. 2, line 41)	\$6,541,825		
MTTF Revenue Deposits are Over /Under by (pg. 7)	\$4,711,941		
January has a favorable balance before Capital of	\$11,253,766	\$6,541,825	\$4,711,941

Actual Revenues over Expenses

Operating Revenues	\$6,314,617
Operating Expenses	\$65,985,755
Net Gain/(Loss) before MTTF	(\$59,671,138)
MTTF Approved Contributions	\$41,635,056
Net Gain/(Loss) before Subsidies	(\$18,036,082)
Subsidies	
ARP	\$13,587,860
5307 Federal Formula dollars to be used as (CEER)	\$2,619,382
MTTF Local Share	\$506,119
State Contributions	\$1,322,721
Total Subsidies	\$18,036,082
Net Gain/(Loss) before Capital	\$0



Reimbursement Funds Only and a One Time Funding Source

	TARC Share	Actual YTD FY 2023	Actual YTD FY 2024	Remaining Balance	Budget YTD FY 2024	Actual FY 2024 vs Budget FY 2024
ARP***	\$48,293,376	\$9,596,003	\$13,587,860	\$25,109,513	\$28,695,496	(\$15,107,636)

*** KY-2022-003 was approved/Executed 5/24/2022 end of FY 2022

TARC 2025 Network Redesign TIMELINE



2024

February	<ul style="list-style-type: none"> ○ Project kick off
March	<ul style="list-style-type: none"> ○ Briefings for Mayor’s Office, TARC board, and other key elected officials ○ Data gathering and research (internal)
April	<ul style="list-style-type: none"> ○ Rider and community survey ○ Data gathering and research (internal)
May	<ul style="list-style-type: none"> ○ Core design retreat (Develop three concepts with TARC and partner agency staff: May 20-23) ○ Briefings for core business, community, and advocacy stakeholders on fiscal cliff and TARC 2025 network redesign project (continues into June)
June	<ul style="list-style-type: none"> ○ Concept development (internal)
July/August	<ul style="list-style-type: none"> ○ Public Engagement Phase I: Release three concepts <ul style="list-style-type: none"> ● Introducing three concepts and gather feedback on preferences and priorities ● Starts with large stakeholder ½ or full day session in late July ● Community engagement lasts until Labor Day
September	<ul style="list-style-type: none"> ○ TARC Board Decision Point #1: What guiding principles steer the draft proposals?
October	<ul style="list-style-type: none"> ○ Draft proposals development (internal)
November/ December	<ul style="list-style-type: none"> ○ Public Engagement Phase II: Release of two draft network proposals <ul style="list-style-type: none"> ● Starts again with large stakeholder half or full day session in November ● Community engagement in November and December

2025

January	<ul style="list-style-type: none"> ○ TARC Board Decision Point #2: What should the final proposals look like? ○ Final proposals development (internal)
February	<ul style="list-style-type: none"> ○ Public Engagement Phase III: Final network proposal released <ul style="list-style-type: none"> ● Final stakeholder session ● Community engagement in February and March
March - July	<ul style="list-style-type: none"> ○ TARC staff implements new restructured routing, scheduling, and infrastructure preparation for new network
July/August	<ul style="list-style-type: none"> ○ Pre-implementation public awareness blitz
August	<ul style="list-style-type: none"> ○ Network redesign implementation (earliest feasible date)



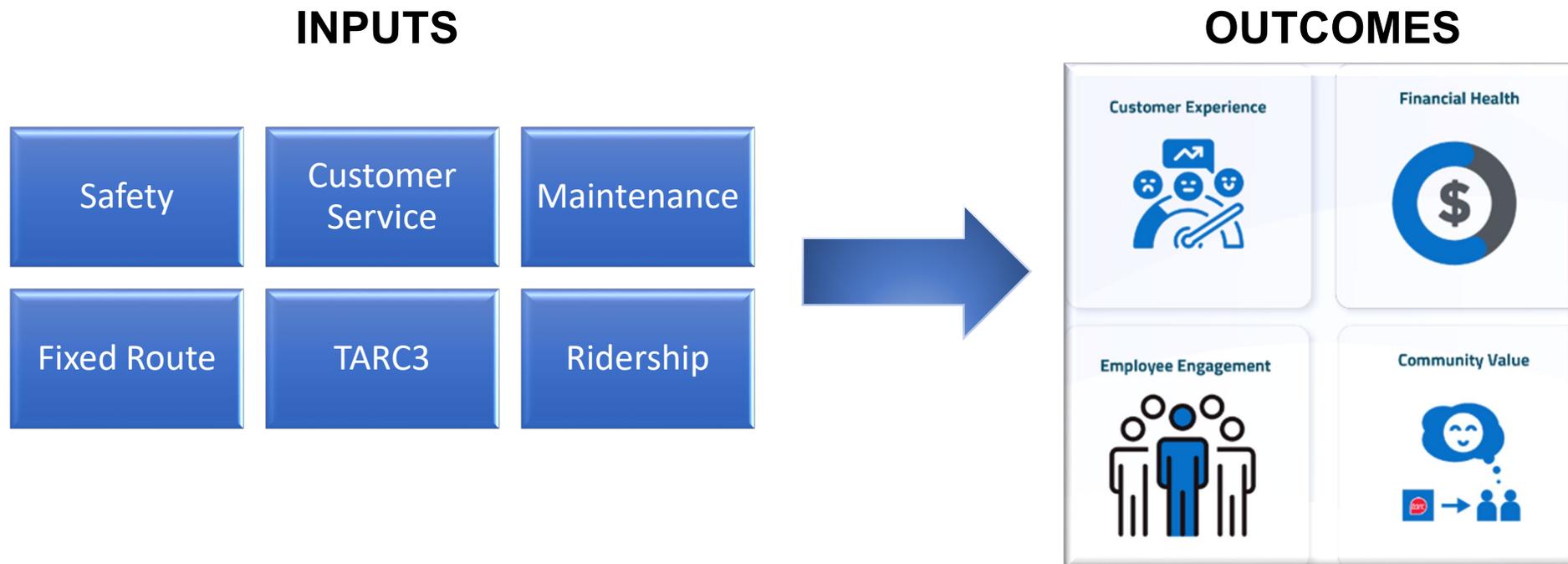
BOARD OF DIRECTORS
APRIL 24, 2024

APRIL OPERATIONAL UPDATE



MONTHLY REPORT

- **Performance Dashboard** - to communicate operating performance in service delivery and utilization. Utilize standard measures used throughout the transit industry, setting goals and putting systems in place to achieve them.
- **Continuous Improvement** - identify areas for improvement and create action plans to demonstrate progress toward our goals.
- **Success Outcomes** - align with Strategic Plan Scorecard and TARC'S Primary Strategic Priorities.

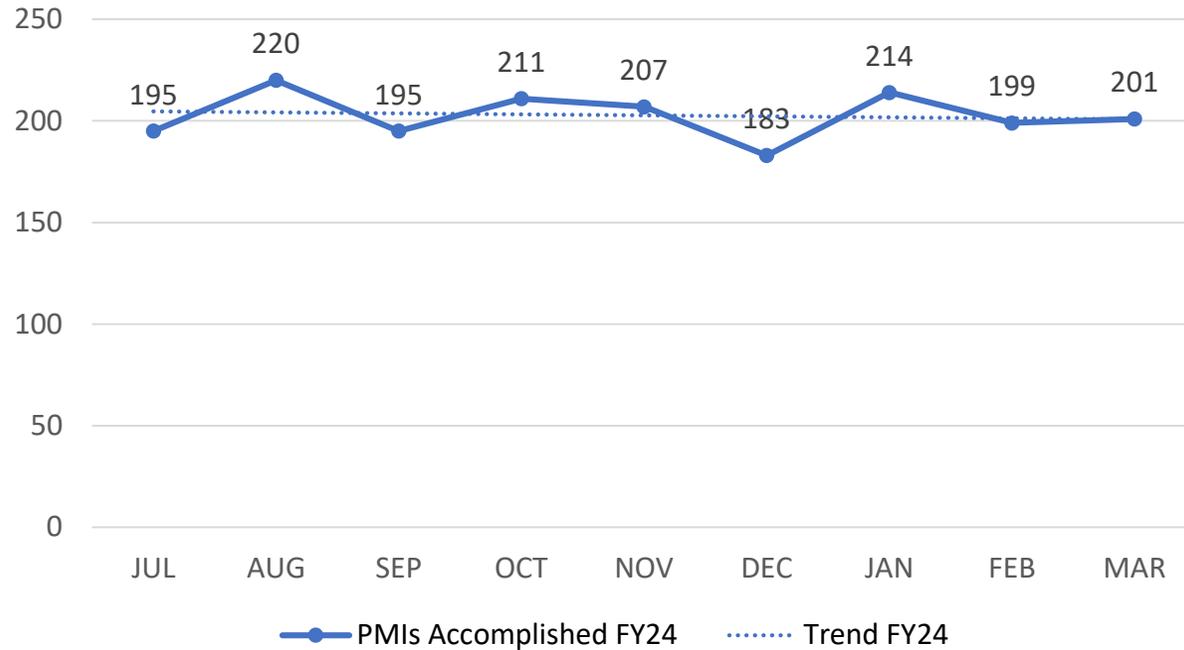




MAINTENANCE

Target PMI: 220
Total Vehicle PMIs: 201

Preventive Maintenance Inspections (PMI)
Accomplished FY24



* FTA allows a 10 percent deviation from the scheduled interval as being considered on time and 80 percent of the total inspections for any mode or operation is considered on time.

Coach Maintenance Plan Includes:

3,000 mile inspection:

- Road Test
- Check engine compartment
- Check under coach to include brake systems
- Check Interior-Exterior
- Lube under carriage

6,000 mile inspection:

- Change engine oil, engine fuel filter, and oil filters
- Perform 3,000 mile inspection

12,000 mile inspection

- Perform brake Tapley
- Perform 6,000 mile inspection

24,000 mile inspection

- Change engine air filter and change hydraulic oil filter
- Perform 12,000 mile inspection

48,000 mile inspection

- Fluid change
- Inspect transmission
- Sample transmission fluid

96,000 mile inspection

- Transmission fluid and filter change
- Inspect transmission
- Sample transmission fluid



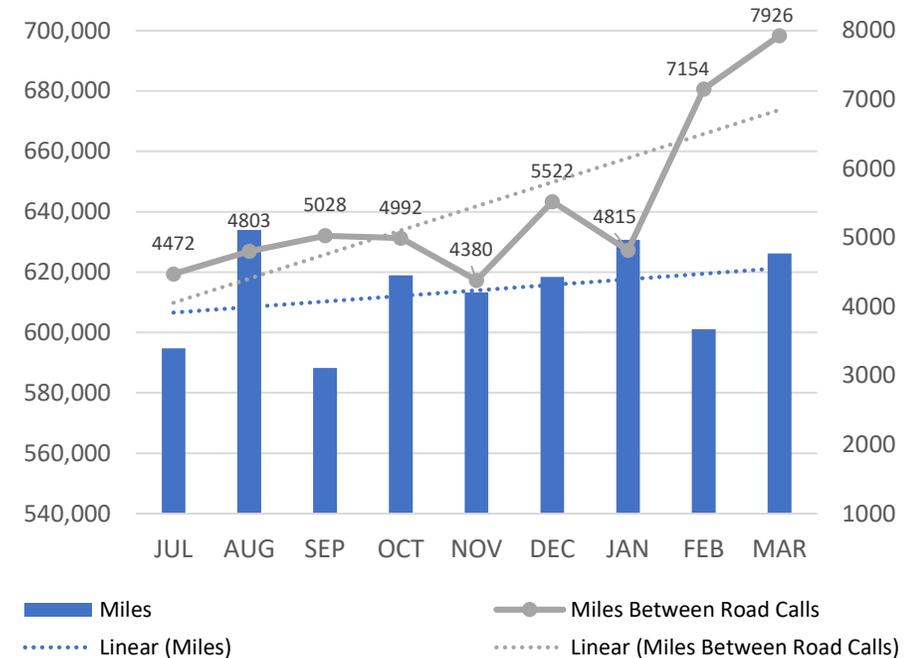
MAINTENANCE

MILES BETWEEN MECHANICAL FAILURES

FY24	Miles	Chargeable Road Calls	Miles Between Road Calls
July	594,791	133	4,472
Aug	634,015	132	4,803
Sep	588,249	117	5,028
Oct	618,903	124	4,992
Nov	613,224	140	4,380
Dec	618,417	112	5,522
Jan	630,740	131	4,815
Feb	601,018	84	7,154
Mar	626,175	79	7,926

March: Total Miles Between Road Calls = **7926**
 Target Miles Between Road Calls = **5000**

Miles Between Road Calls



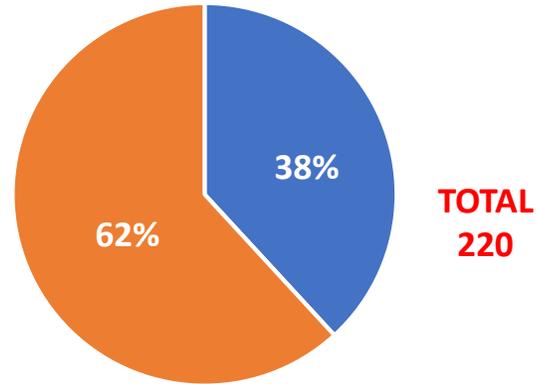
A Mechanical Road Call occurs when mechanical problems prevent the revenue vehicle from completing a scheduled revenue trip, or from starting the next scheduled revenue trip because actual movement is limited, or because of safety concerns.



MAINTENANCE

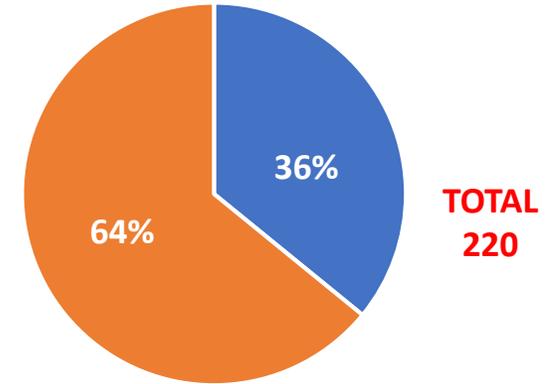
CHARGEABLE VS NON-CHARGEABLE ROAD CALLS

February 2024 Maintenance Road Calls



■ Chargeable Road Calls 84 ■ Non-Chargeable Roads Calls 136

March 2024 Maintenance Road Calls



■ Chargeable Road Calls 79 ■ Non-Chargeable Roads Calls 141

Chargeable Categories

- Brakes
- Chassis & Doors
- Electrical System
- Engine
- Fuel Systems
- HVAC
- Transmission
- Wheelchair Lift

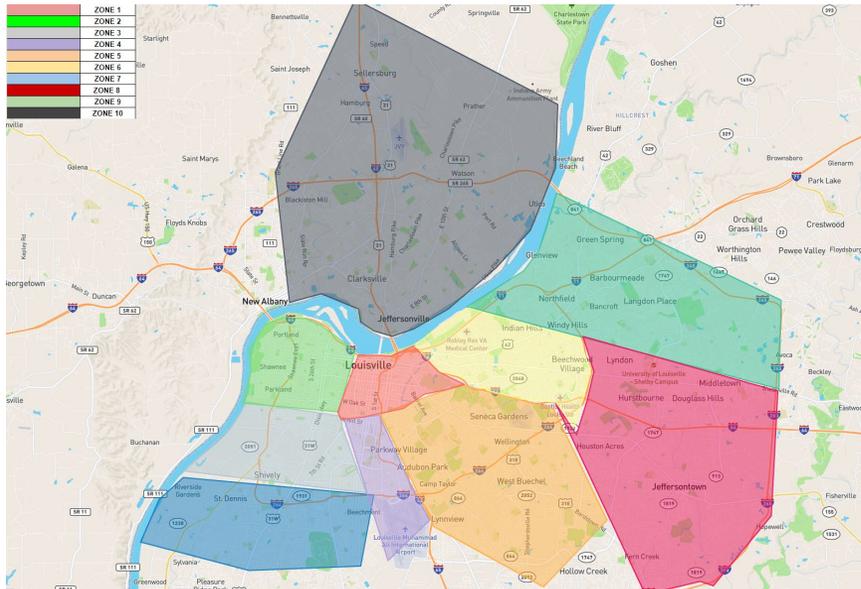
Non-Chargeable Categories

- Farebox
- Radio
- Camera
- Tires
- Unit
- Main Cabin



MAINTENANCE

MARCH SHELTER CLEANINGS



Task	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone 9	Zone 10	Total
TARC Shelter Cleaned	305	267	258	272	229	216	274	353	95	82	2354
TARC Trash Can Emptied	41	35	35	24	21	31	17	16	3	8	231
TARC BioHazard Cleaned	2	2	1	1	0	0	1	0	0	1	8
TARC Damage Reported	0	0	0	0	0	1	0	0	0	0	1
TARC Graffiti Removed	7	2	2	6	1	6	7	6	0	0	37
TARC Installation of Advertisements	11	4	3	2	3	1	0	0	0	3	27

March Shelter Cleanings **2354**
Other Requests **304**
Goal Shelter Cleanings **45 per day**
THIS MONTH **167.0%**



SAFETY

SAFETY PREVENTABLE ACCIDENTS

Monthly

9

TYPE OF ACCIDENT

Fixed Object	4	44.4%
Moving Vehicle	4	44.4%
Rear-end	1	11.2%

YTD

97

PREVENTABLE ACCIDENTS / 100K MILES

Monthly

1.6

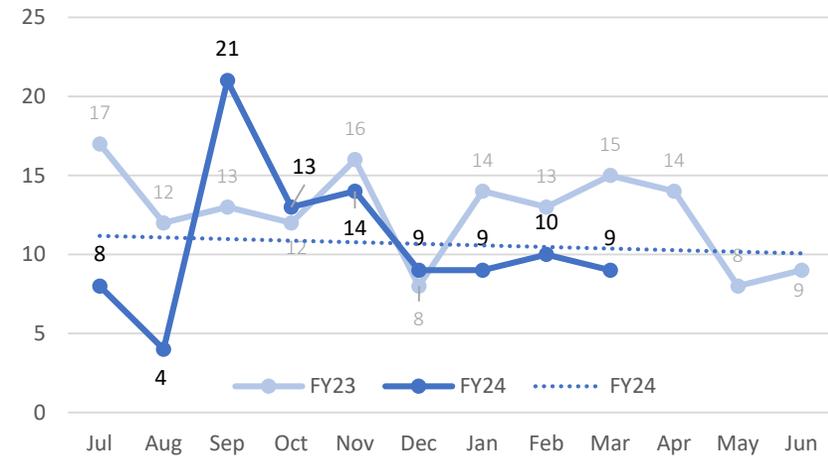
YTD AFR Goal

2.3

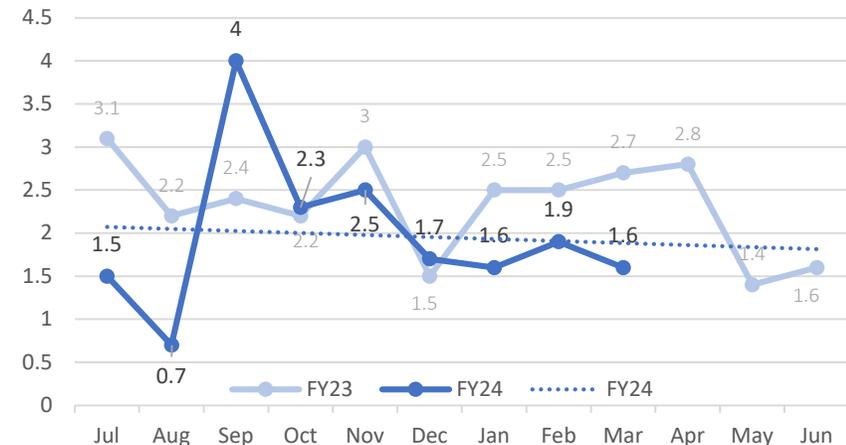
YTD

1.98

FY24 PREVENTABLE ACCIDENTS



PREVENTABLE ACCIDENT AFR FY23 vs FY24



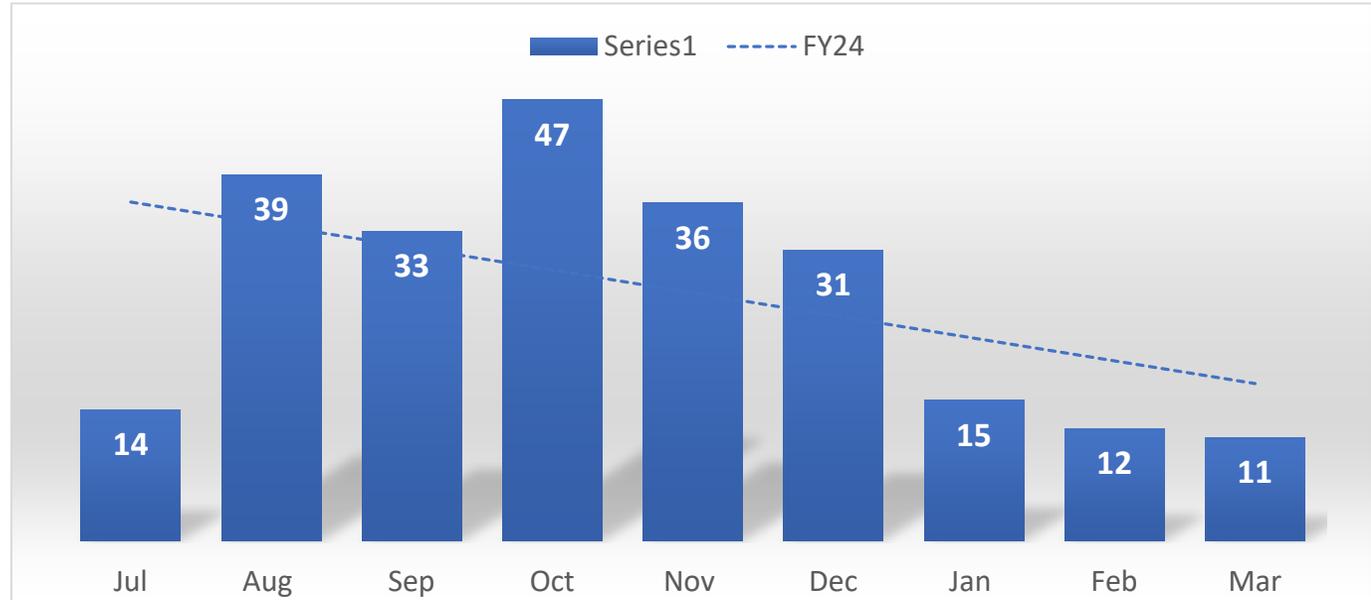


SAFETY

PASSENGER DISRUPTIONS BY LINE FY24 JUL THROUGH MAR

Route ID	Disruptions
Broadway - #23	46
Fourth St - #4	30
Preston - #28	26
Dixie Rapid - #10	23
Market St - #15	19
Oak-Westport - #25	10
Muhammad Ali - #19	9
Shelbyville Rd - #31	9
Bardstown - #17	9
Dixie Hwy - #18	7
J'ville-Lou-New Albany - #71	7
Crums Lane - #63	7
Sixth St - #6	6
Chestnut St - #21	5
Portland Poplar Level - #43	5
Taylorsville Rd - #40	4
Clarksville - #72	4
Second St - #2	3
Twelfth St - #12	3
Eastern Pkwy - #29	2
Hill St - #27	2
Cardinal - #94	2
Med Ctr - #52	0
Outer Loop - #46	0

TOTAL PASSENGER DISRUPTIONS - FY24



PASSENGER DISRUPTIONS*

This Month Total

11

Monthly Avg

26.4

***Disruption:** an incident on the coach that delays service more than 5 minutes
Incident: confrontation with a passenger for failure to follow TARC's Code of Conduct
(ie: fare evader, profanity, fighting, etc.)



Survey Methodology

To measure the effectiveness of the Block by Block Ambassador Program pilot on the 23, TARC worked with TransPro Consulting to create a before and after survey. The survey includes questions surrounding personal security, cleanliness, erratic behavior, and overall impression.

The Before survey was conducted prior to the launch of the program and the After survey will launch while the program is underway.

A sample size of 204 customers yields a margin of error of +/-7%

SAMPLE SIZE	NET PROMOTER SCORE	OVERALL SATISFACTION
204	-13	44%

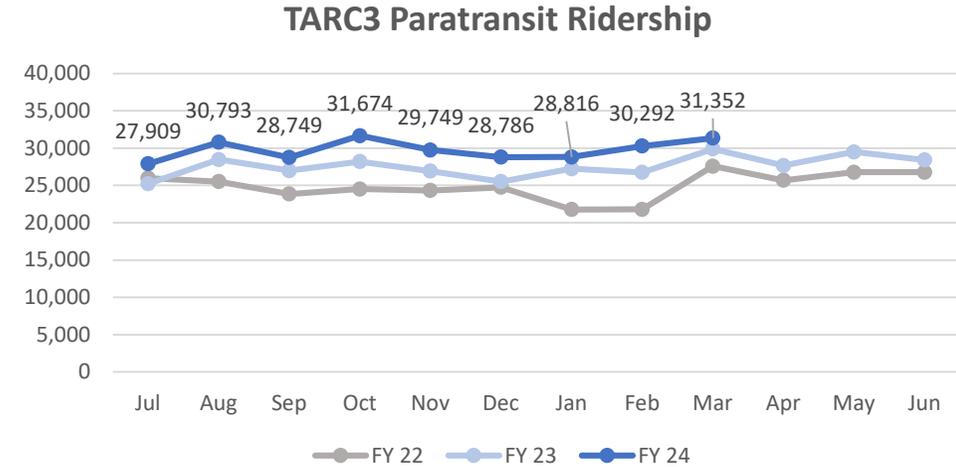
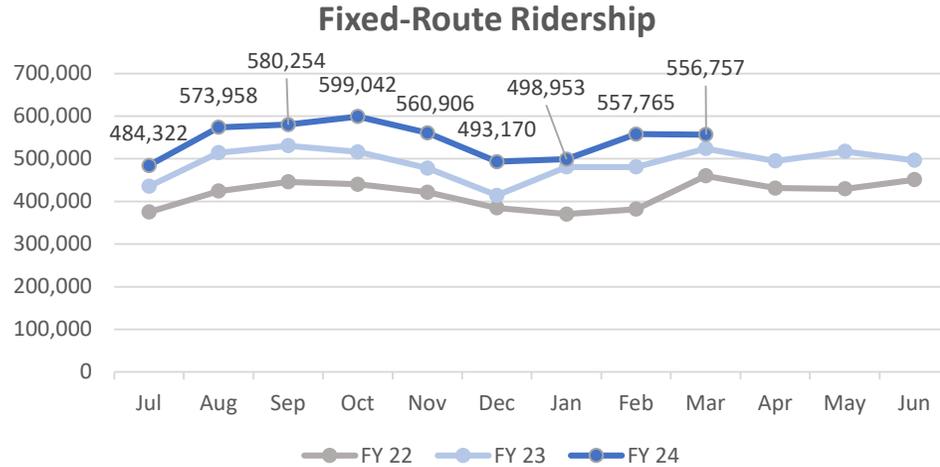
SAFETY AMBASSADOR PROGRAM

The satisfaction metrics, Net Promoter Score, and Overall Satisfaction come in 30-40 percentage points below the control route and TransPro's industry average.

TARC's partnership with Block by Block furthers its effort of continuous improvement. By targeting key aspects of customer experience, we anticipate statistically significant increases in each metric in the After survey.



MARCH RIDERSHIP



FIXED ROUTE

Monthly **557K** YTD **4,905K**
 -.2% VLM
 6.2% VLY

PARATRANSIT

Monthly **31K** YTD **268K**
 3.5% VLM
 4.8% VLY

COMBINED

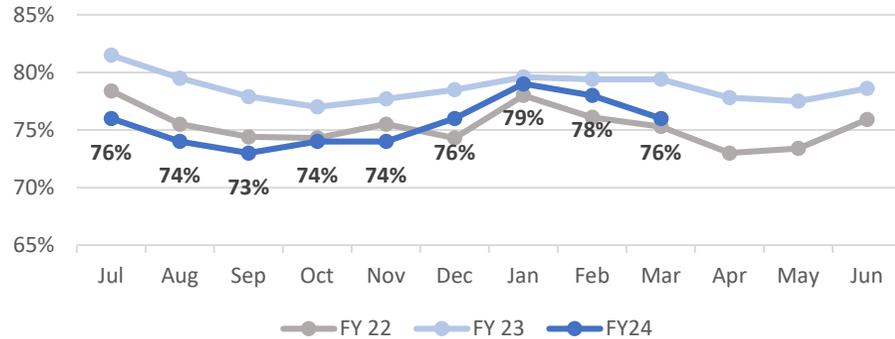
This Month, Last Year **544K** This Month, This Year **588K**

Performance Indicator	Fixed-Route System			Paratransit (TARC3)		
	FY24 YTD	FY23 YTD	FY22 YTD	FY24 YTD	FY23 YTD	FY22 YTD
Total Ridership	4,905,127	5,882,660	5,016,283	268,120	330,793	299,412
Weekday Ridership	4,316,368	5,203,973	4,429,315	222,030	280,874	254,834
Saturday Ridership	291,449	382,620	325,458	20,579	25,040	22,640
Sunday/Holiday Ridership	342,829	296,067	261,510	25,511	22,186	17,940
Total Revenue Miles	4,925,030	6,520,833	6,372,079	3,241,307	3,648,867	3,855,246
Total Revenue Hours	402,876	547,944	542,472	210,333	266,904	237,715
Trips per Revenue Mile	0.99	0.9	0.79	.08	0.09	0.08
Trips per Revenue Hour	12.16	10.74	9.25	1.27	1.24	1.26

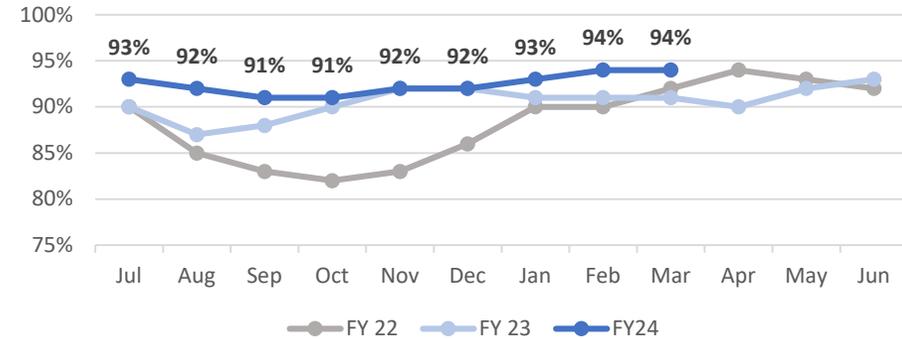


MARCH ON-TIME PERFORMANCE

Fixed-Route On-Time Performance



TARC3 Paratransit On-Time Performance



Fixed-Route
FY24 Goal
80%

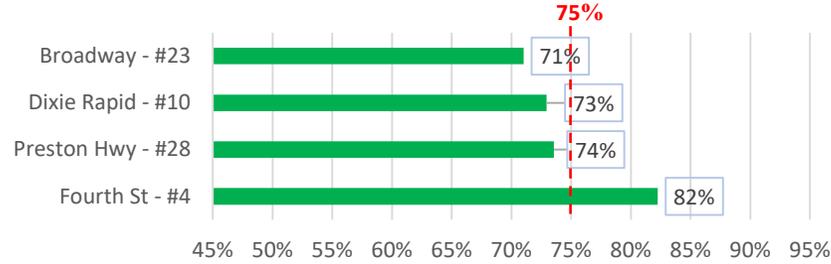
On-Time Performance							
	Fixed-Route			Paratransit (TARC3)			
	FY24	FY23	FY22		FY24	FY23	FY22
Jul	76%	78%	80%	Jul	93%	90%	90%
Aug	74%	76%	80%	Aug	92%	87%	85%
Sept	73%	74%	78%	Sep	91%	88%	83%
Oct	74%	74%	77%	Oct	91%	90%	82%
Nov	74%	76%	78%	Nov	92%	92%	83%
Dec	76%	74%	79%	Dec	92%	92%	86%
Jan	79%	78%	80%	Jan	93%	91%	90%
Feb	78%	76%	79%	Feb	94%	91%	90%
Mar	76%	75%	79%	Mar	94%	91%	92%
Apr		73%	78%	Apr		90%	94%
May		73%	78%	May		92%	93%
June		76%	79%	Jun		93%	92%
FYTD	76%	75%	79%	FYTD	93%	91%	88%

Paratransit
FY24 Goal
93%

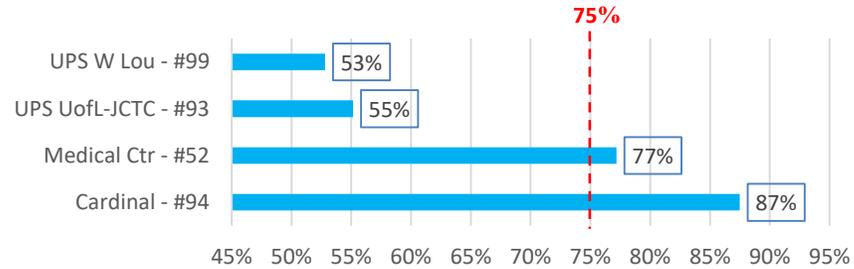


MARCH ON-TIME PERFORMANCE

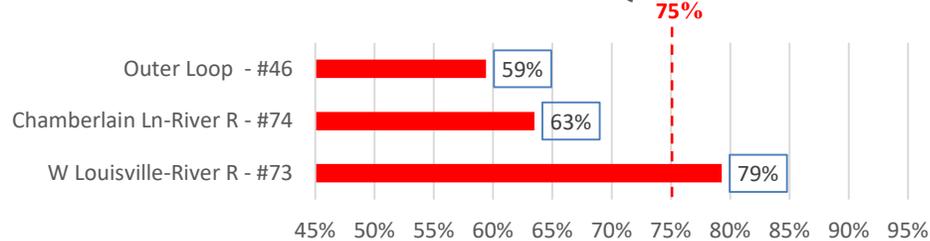
OTP - Core



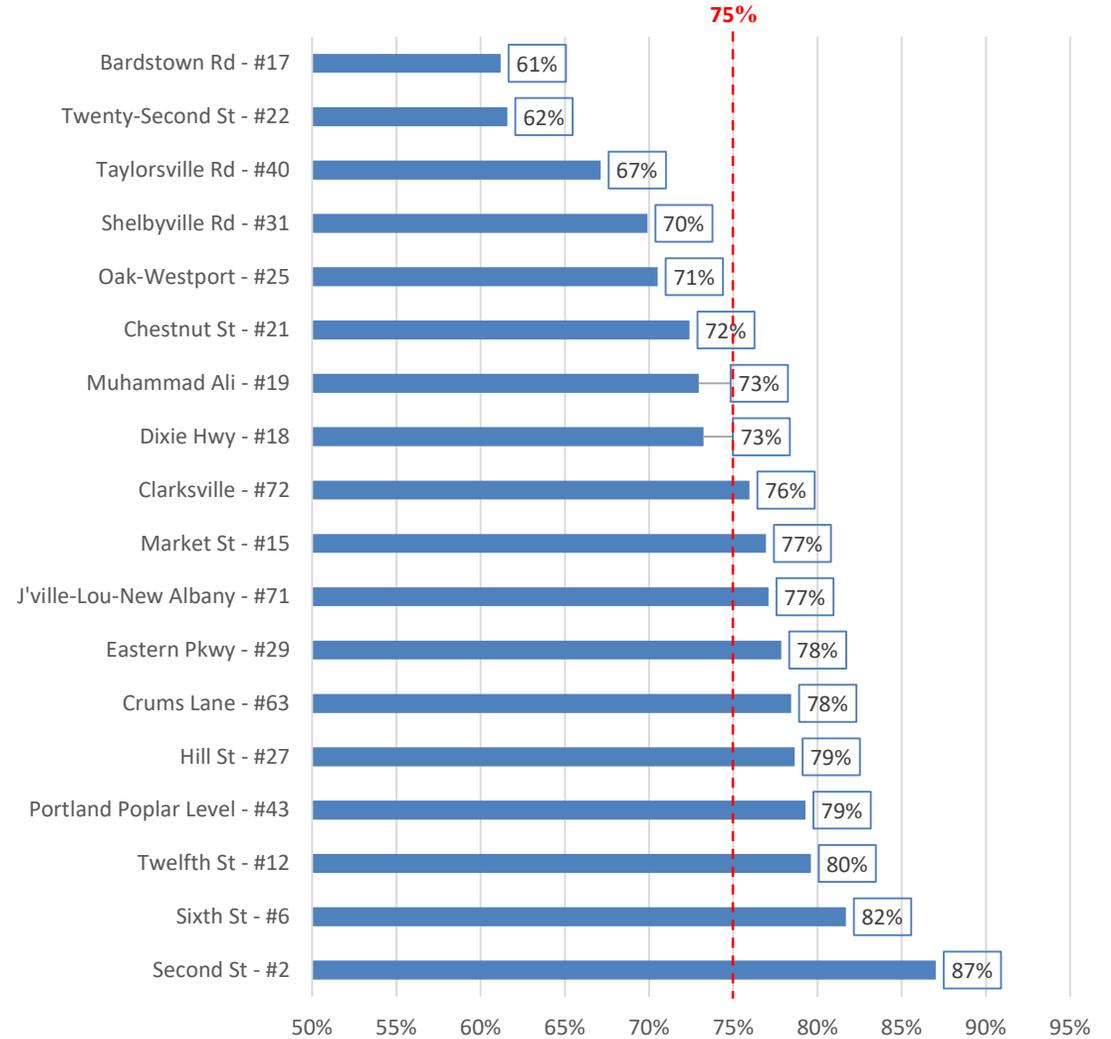
OTP - Circulator



OTP - CMAQ



OTP - Local





CUSTOMER FEEDBACK FY24

FIXED ROUTE

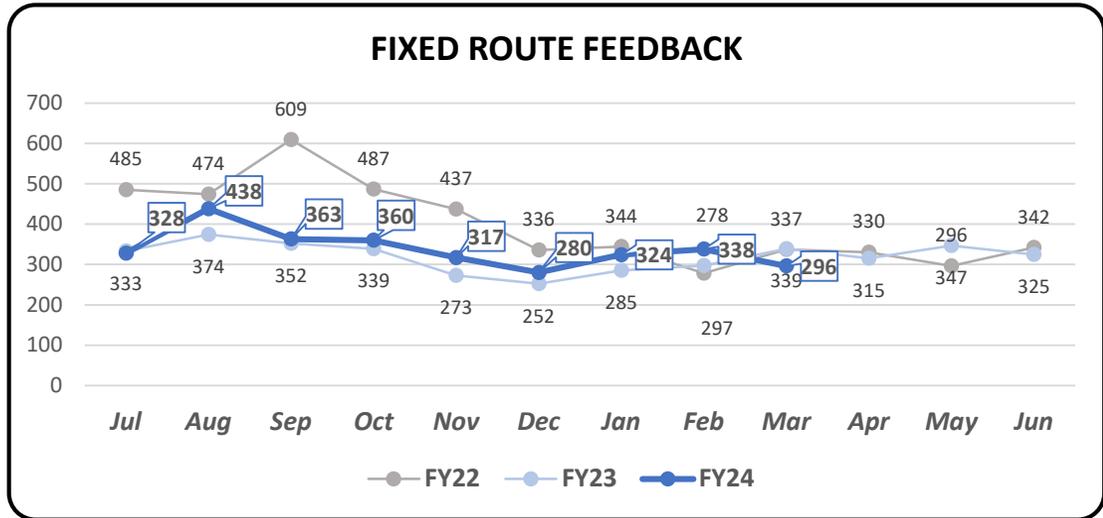
Monthly

296

-14% VLM
-15% VLY

YTD

3,044



PARATRANSIT

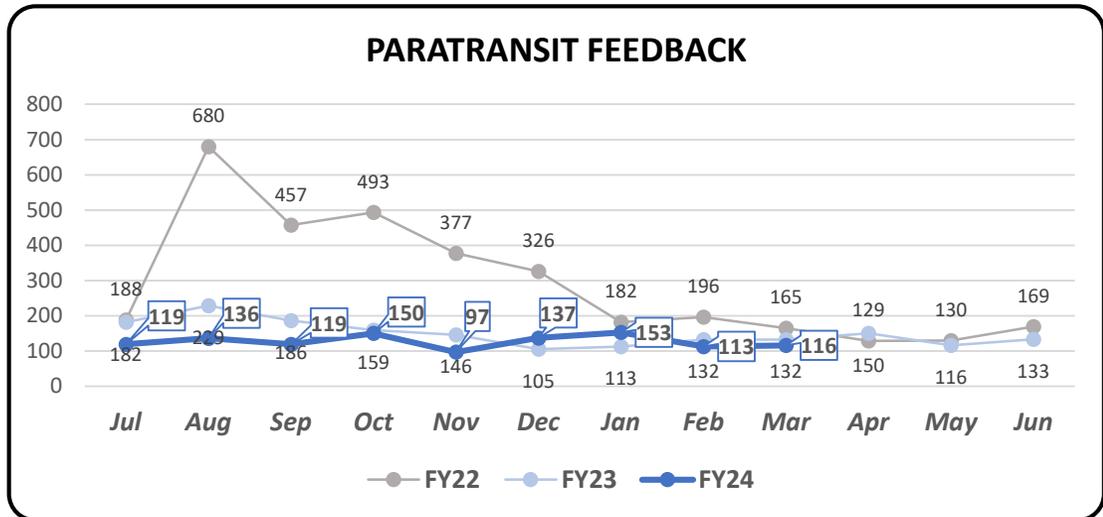
Monthly

116

3% VLM
-14% VLY

YTD

1,024





FEEDBACK PER RIDERSHIP FY24

FIXED ROUTE / 100K RIDERS

Month

YTD

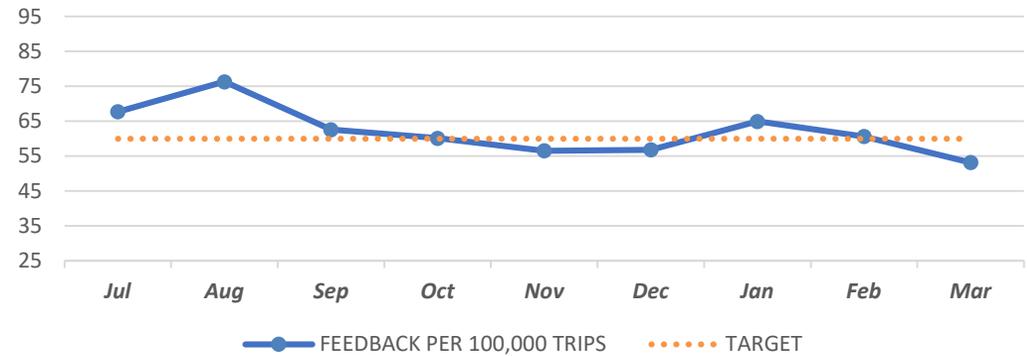
53

-12% VLM

559

.053% TOTAL RIDERSHIP
556,757

FIXED ROUTE FEEDBACK PER 100,000 TRIPS



PARATRANSIT / 1,000 RIDERS

Month

YTD

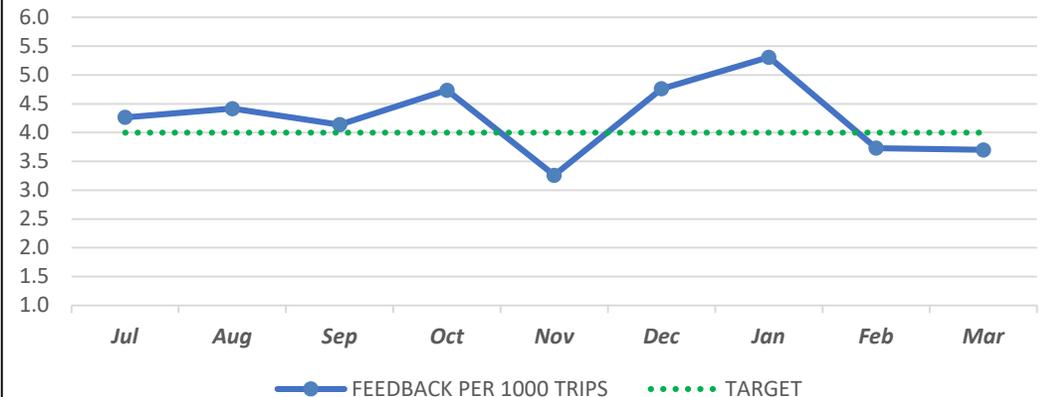
3.7

-0.8% VLM

38.3

.37% TOTAL RIDERSHIP
31,352

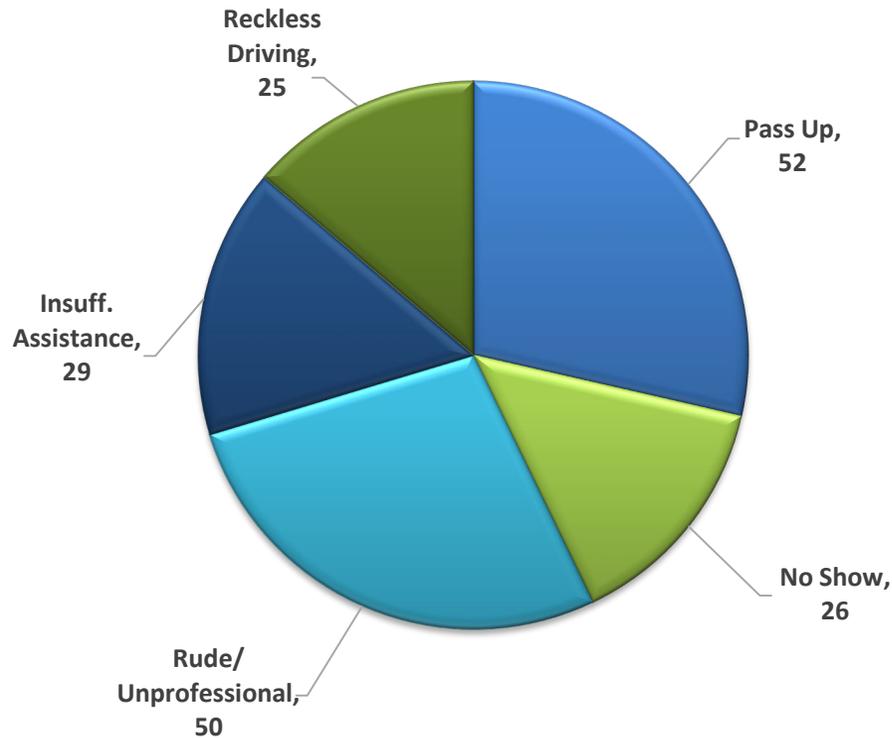
PARATRANSIT FEEDBACK PER 1,000 TRIPS



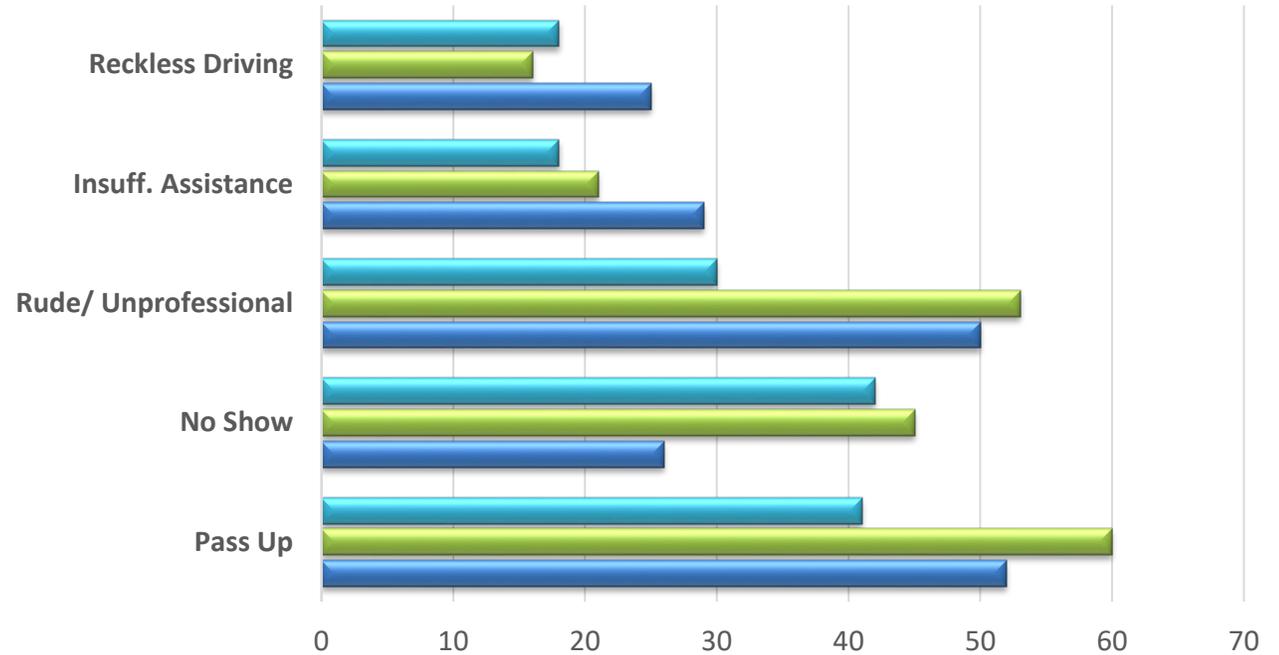


FIXED ROUTE TOP 5 FEEDBACK CATEGORIES – MARCH 2024

Feedback Categories



3 Month Comparison

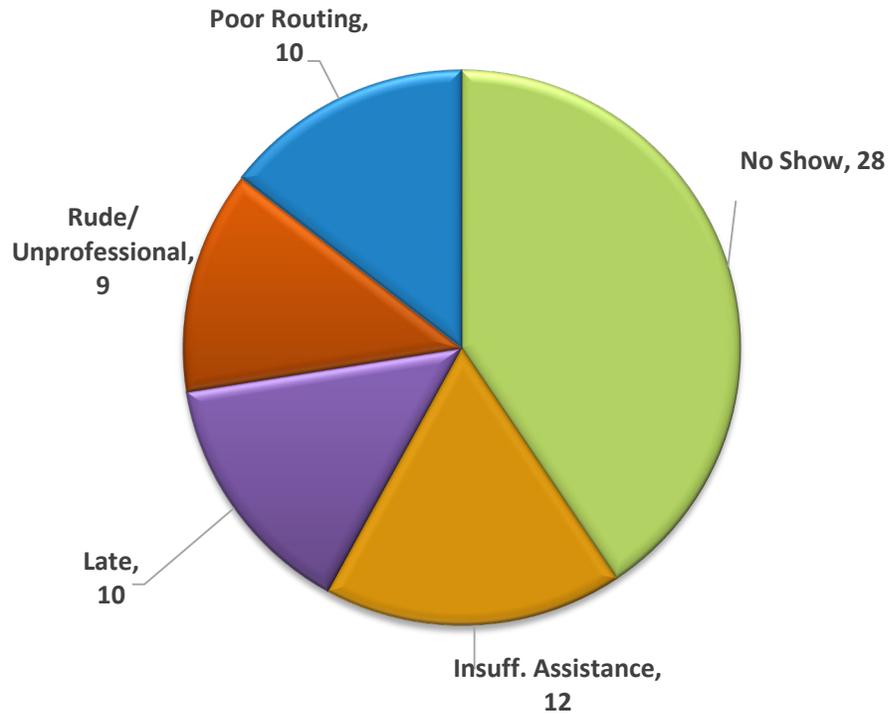


	Pass Up	No Show	Rude/ Unprofessional	Insuff. Assistance	Reckless Driving
Jan-24	41	42	30	18	18
Feb-24	60	45	53	21	16
Mar-24	52	26	50	29	25

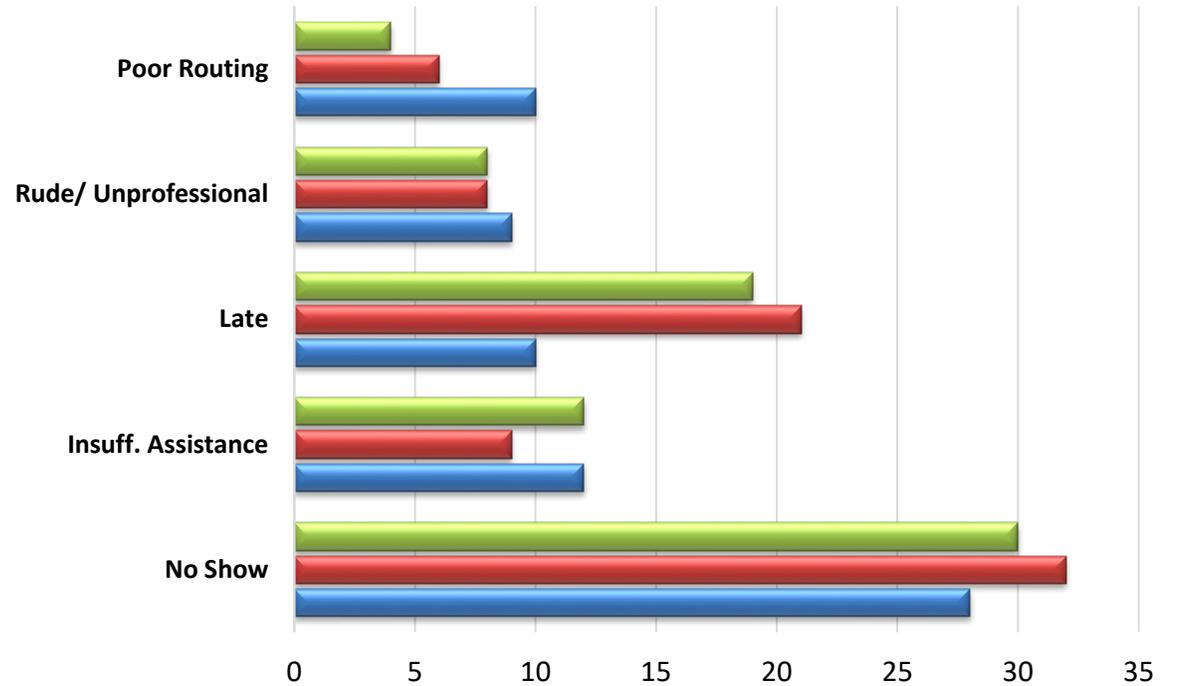


TARC3 TOP 5 FEEDBACK CATEGORIES – MARCH 2024

Feedback Categories



3 Month Comparison

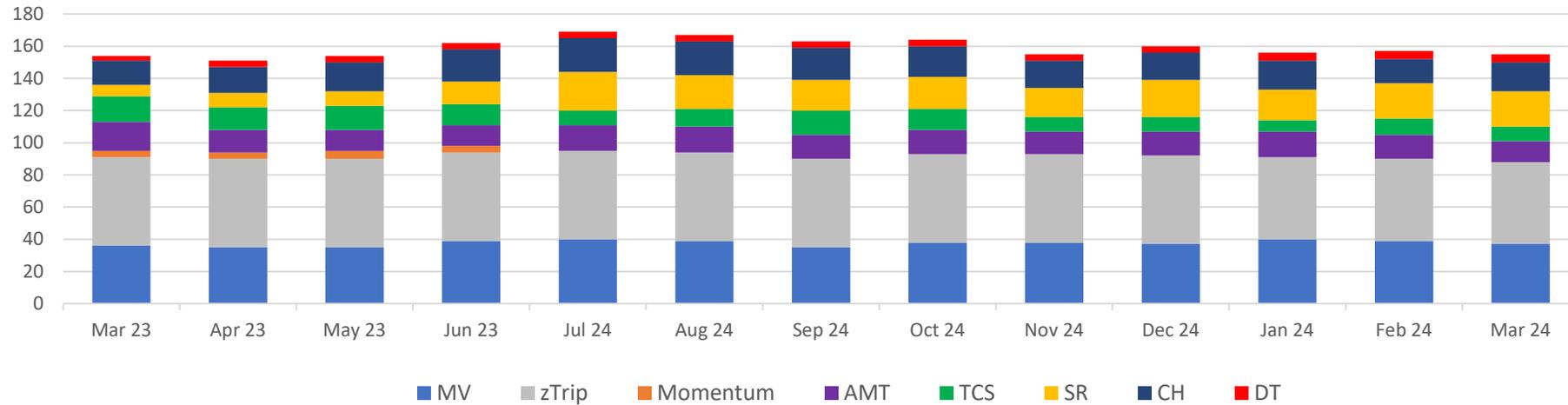


	No Show	Insuff. Assistance	Late	Rude/ Unprofessional	Poor Routing
Jan-24	30	12	19	8	4
Feb-24	32	9	21	8	6
Mar-24	28	12	10	9	10



TARC3 (PARATRANSIT) OPERATOR STAFFING

MONTHLY OPERATORS



Total Network Headcount to Date: 158 (+4% from March FY23)
Current Operator Count Goal = 165

Operator Counts

- MV Transportation: 37
- zTrip: 51
- Alpha Medical: 13
- Choice Medical: 21
- Diversity Medical: 5
- Transport Care: 8
- SilverRide: 23

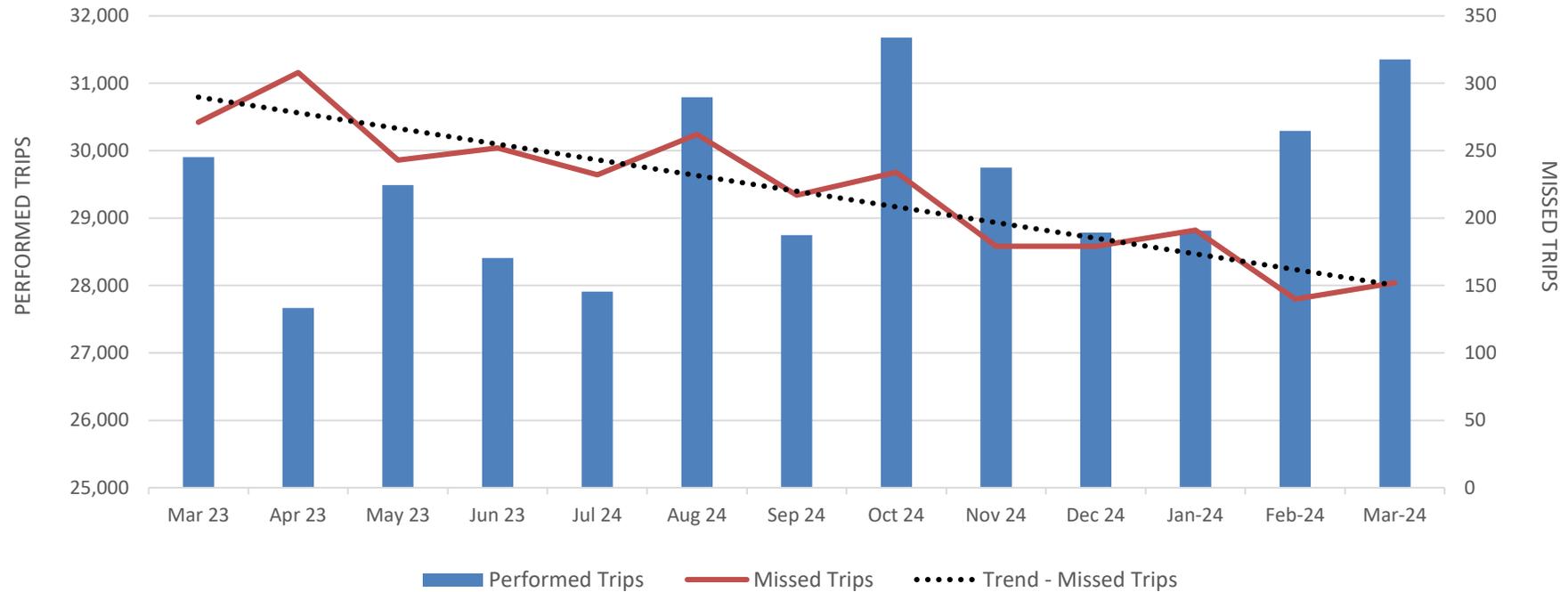
Recruiting Report

- Candidate Outreach: 18
- Office appointments/Interviews scheduled: 15
- Interviews conducted: 12



MV MONTHLY PERFORMANCE – FEBRUARY 2024

MONTHLY PERFORMED AND MISSED TRIPS



Missed Trips (after reconciliation)

FY24 March Missed Trips: 0.48%

31,352 Performed Trips



MV LIQUIDATED DAMAGES – FEBRUARY 2024

PARATRANSIT

Monthly

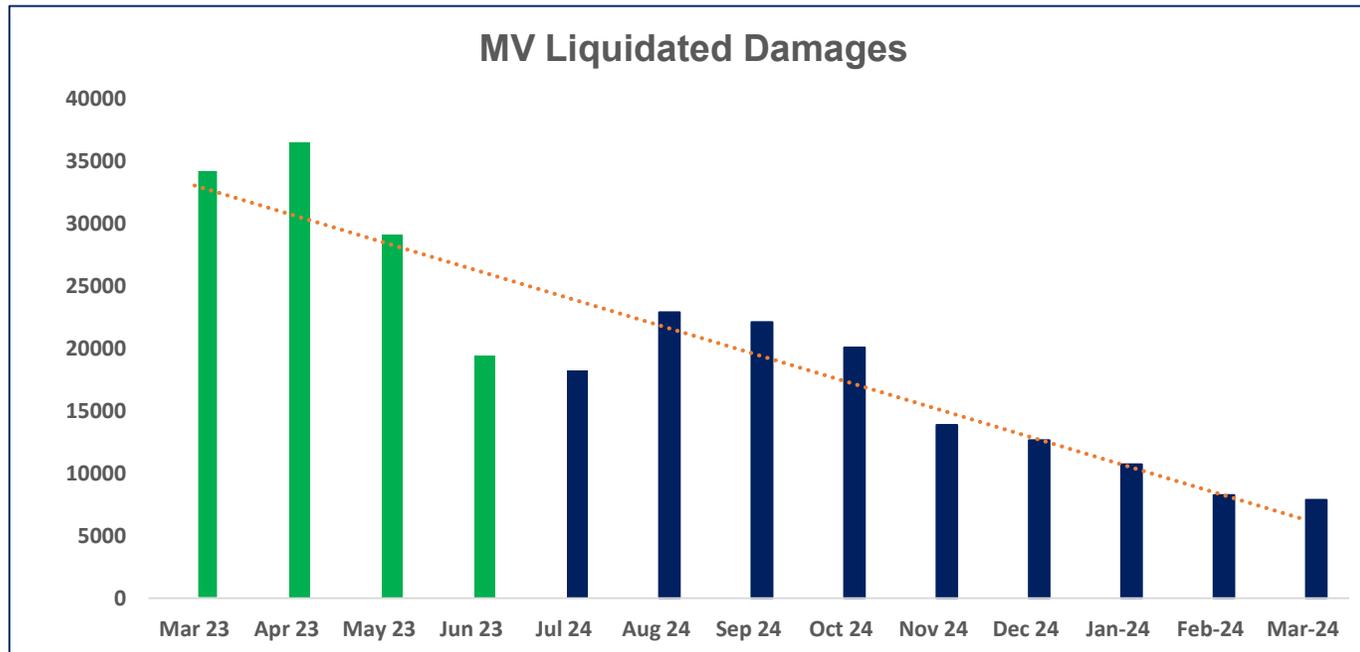
\$7.9K

-5% VLM
-77% VLY

YTD

\$137K

-72% VLY



Monthly Details

\$4.1K (52%), Late Trip, >30 mins late

\$3.8K (48%), Missed Trips

Types of Penalties:

Missed Trip

Late Trip

On-Time Performance

Excessive Trip Length

Customer Complaints

Compromised Safety

Maintenance



TARC ACTION PLAN

ACTION PLAN

Department	Item	Status	Timeline	Completion
Maintenance	Shop Floor	1) Actively seeking competitive quotes for repair 2) Work to begin by July	1) Feb – Apr 2) May – Sep	1) Started
Maintenance	Pylon Repair	IT manages this project – waiting on parts	Feb – Apr	5%
Safety	Safety Ambassador Program	Line #23 running with 2 ambassadors: 16 hrs/day, 7 days/week	Feb - July	33%
Safety	Active Shooter Program	Live training for all TARC employees will be held May 6-24, including de-escalation training for operators/customer service personnel.	Mar – May	Started
Transportation	OSAP/OTP	Live schedule adherence – Routes #4,10 ,23, 28 Will expand to additional routes after data is reviewed	Feb – July	Started
Customer Feedback	Completion Rate of Feedback	Developing and analyzing monthly target goal of feedback closures	Feb - May	25%
Paratransit	Mystery Rider Program	Developing plan and solicitation for paratransit Mystery Rider Program	Mar - Sept	0%



APRIL BOARD OF DIRECTORS UPDATE

April 24, 2024

The Procurement Calendar will be available during the Board Meeting.



MEMORANDUM

To: Ted Smith, Chair of TARC Board of Directors

From: Ozzy Gibson, Interim Executive Director

Date: April 24, 2024

Re: Resolution 2024-15 Amendment to Add Nurse Triage to the Professional Consulting Services for Third-Party Administration (TPA) for Worker’s Compensation Program Services (RFP 20221783)

During September 2022, the Procurement Department released Request for Proposal (RFP) 20221783 seeking for qualified professional firm(s) that provide third-party administration for worker’s compensation claims administration of TARC’s self-insured worker’s compensation program. The Board authorized and approved the Executive Director to execute the contract with Charles Taylor on December 2022; and the agreement was fully executed on January 1, 2023.

The 24/7 Nurse Triage program offers our employees a dedicated toll-free hotline to call and speak with a certified registered nurse who specializes in occupational injuries. The nurse will evaluate their injury, assess their immediate medical needs and direct them to the appropriate level of care. The employee will receive a 24-hour follow-up call to ensure they are receiving appropriate and timely medical care.

TARC is anticipating volume of estimated nurse triage calls between 6-12 per month which equates to a median average of 108 calls, or on the high average of 144 per year. The Procurement Department conducted a pricing analysis and discovered that the price offered by Charles Taylor was 10% higher than the market price. The Procurement Department requested and negotiated a lower price of \$140.00 per call. The negotiated price of \$140.00 per call and \$20,160 for an anticipated annual spend is deemed fair and reasonable.

With the Nurse Triage Services added to the Charles Taylor TPA Worker’s Compensation Program Services, the current approved contract value will increase as follows:

	YR1 TOTAL	YR2 TOTAL	YR3 TOTAL	YR4 TOTAL	YR5 TOTAL	5YR NTE
Current Contract Value	\$55,620.00	\$57,300.00	\$59,040.00	\$60,840.00	\$62,700.00	\$295,500.00
Additional Nurse Triage Services		\$13,440.00	\$20,160	\$20,160	\$20,160	\$73,920.00
NEW NOT TO EXCEED AMOUNT						\$369,420.00

Based on the above services and analysis, the staff is recommending to amend the current contract to add the Nurse Triage Services in the amount of \$73,920.00 for the remaining contract years. The new not to exceed amount of the contract is \$369,420.00. Please call me at 561-5100 if you have any questions. Thank you.



RESOLUTION 2024-15

Professional Consulting Services for TPA for Worker's Compensation Program Services

A Resolution authorizing the Interim Executive Director to enter into an Initial Term of three (3) years with an option to extend with two (2) one-year terms:

WHEREAS, TARC seeks a consulting professional services to provide third-party administration of worker's compensation program and services; and,

WHEREAS, a competitive request for proposal was issued on September 20, 2022; and

WHEREAS, TARC received and evaluated three responsive proposals; and

WHEREAS, the proposal submitted by Charles Taylor TPA received the highest score;

WHEREAS, an additional Nurse Triage Services is added to the current contract; and

WHEREAS, a pricing analysis was conducted and deemed that the \$73,920.00 amount for the additional services is fair and reasonable; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Transit Authority of River City that:

The Interim Executive Director is hereby authorized to amend the contract with Charles Taylor TPA for an additional \$73,920 and a total not-to-exceed amount of \$369,420.00.

ADOPTED THIS 24th DAY OF APRIL 2024

Ted Smith, Chair of the Board of Directors



MEMORANDUM

To: Ted Smith, Chair of TARC Board of Directors

From: Ozzy Gibson, Interim Executive Director

Date: April 24, 2024

Re: Amendment to Resolution 2021-20–Amend and Readopt Company Car Policy (Car Policy)

The Company Vehicle Policy deals with employees who use a vehicle, other than a bus, during normal business hours as part of their job duties and those employees who are assigned take-home vehicles who can immediately respond to emergencies.

The policy amends the most recent policy by placing limitations on the distance that can be traveled in a company vehicle for personal uses, prohibiting smoking in such vehicles and prohibiting pets.

As part of this combined policy, TARC seeks to keep in place the provision of company cars for commuting and personal use for the Executive Director, Chief Operating Officer, Director of Maintenance, Director of Safety and Security, Assistant Director of Safety and Security and Director of Transportation to allow them to quickly respond to any emergency situation that may arise. However, in order to have a company car for commuting and personal use, these employees must additionally sign the TARC Company Car for Commuting and Personal Use Liability Agreement, a copy of which is hereby attached.

Please call me at 561-5100 if you have any questions. Thank you.



Amendment to RESOLUTION 2021-20 Amend and Readopt Car Policy

A Resolution amending and readopting the Transit Authority of River City (TARC) Company Car Policy (Car Policy).

WHEREAS, TARC's most recent Company Car Policies have been in effect since 2021; and

WHEREAS, TARC had a policy for using vehicles, other than buses, during normal business hours as part of one's job duties, and had a policy for take home vehicles for those employees who were on call to immediately respond to an emergency; and

WHEREAS, TARC seeks to amend the policy regarding to limit travel distance in company vehicles for personal use, from Louisville, Jefferson County prohibiting smoking, and prohibiting pets in such vehicle.

NOW THEREFORE, THE BOARD OF DIRECTORS OF THE TRANSIT AUTHORITY OF RIVER CITY HEREBY RESOLVE THAT:

(A) TARC hereby amends and readopts the attached Vehicle Policy.

(B) This amendment and re-adoption of the Vehicle Policy goes into effect immediately and applies to all employees, including the Executive Director.

ADOPTED THIS 24th DAY OF APRIL, 2024

Ted R. Smith, Board Chair



MEMORANDUM

To: Ted R. Smith, Chair of TARC Board of Directors

From: Ozzy Gibson, Interim Executive Director

Date: April 24, 2024

Re: Resolution 2024-16 Bus Wheel Chair Lift Components and Supplies (ITB 20231809)

On February 19, 2024, the procurement department released an Invitation to Bid 20231809 for Bus Wheel Chair Lift Components and Supplies which included nineteen (19) inventory parts. The solicitation intent is to award the contract to the lowest bidder or bidders. On March 8, 2024 we received responses from four (4) qualified bidders and evaluated all the bids based on the requirements and lowest bid proposed.

Based upon the requirements of the solicitation and the proposed lowest bids, the procurement department evaluated the following proposals as being deemed responsive and responsible. The selection was made, and the intent to award to multi-vendor based on lowest pricing:

- Gillig LLC
- Midwest Bus Corporation
- Neopart Transit LLC
- The Aftermarket Parts Company

Procurement Department proposes a multi-vendor award contract of Bus Wheel Chair Lift Components and Supplies to the above vendors with an Initial Term of two (2) years in the amount of \$54,073.68 and an Optional Term of three (3) one-year renewals in the amount of \$103,128.82. The total term of five (5) years with a total not-to-exceed amount of \$157,202.50.

The Review Committee recommends the award of Bus Wheel Chair Lift Components and Supplies to Gillig, LLC, Midwest Bus Corporation, Neopart Transit LLC and The Aftermarket Parts Company. The multi-vendor proposal for Bus Wheel Chair Lift Components and Supplies determined to be the best value and most favorable to TARC.

The staff is respectfully requesting the Board of Directors to authorize the Interim Executive Director to enter into a contract for an initial term of two (2) years and all optional term of three (3) one-year renewals with the above-listed vendors for Bus Wheel Chair Lift Components and Supplies.

Please call 561-5100 if you have any questions. Thank you.



RESOLUTION 2024-16

Bus Wheel Chair Lift Components and Supplies

A Resolution authorizing the Interim Executive Director to enter into a two (2) year initial term with three (3) one-year optional extensions with Gillig, LLC, Midwest Bus Corporation, Neopart Transit LLC and The Aftermarket Parts Company based upon the attached bid pricing for Bus Wheel Chair Lift Components and Supplies:

WHEREAS, TARC seeks a vendor/s to provide and assist TARC with its Bus Wheel Chair Lift Components and Supplies needs; and,

WHEREAS, a solicitation, (ITB) 20231809 Bus Wheel Chair Lift Components and Supplies Invitation for Bid was issued and advertised to the public on February 19, 2024; and,

WHEREAS, TARC received four (4) proposals for (ITB) 20231809 Bus Wheel Chair Lift Components and Supplies from Gillig, LLC; Midwest Bus Corporation; Neopart Transit LLC; and The Aftermarket Parts Company, which were determined to be responsive and responsible; and,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Transit Authority of River City that:

The Interim Executive Director is hereby authorized to enter into a two (2) year initial term with three (3) one-year optional extensions contract with Gillig, LLC, Midwest Bus Corporation, Neopart Transit LLC and/or The Aftermarket Parts Company based upon the attached bid pricing for (ITB) 20231809 for Bus Wheel Chair Lift Components and Supplies for a not-to-exceed amount of \$157,202.50.

ADOPTED THIS 24TH DAY OF APRIL 2024

Ted R. Smith, Chair of the Board of Directors

EXHIBIT BID PRICING

20231809

WHEELCHAIR LIFT COMPONENTS - GILLIG LLC

Item	Stock Code	Description	UOI	PART NUMBER	ANNUAL AVG ORDERED	LEAD TIME (DAYS)	Price yr 1	Price yr 2	Price yr 3	Price yr 4	Price yr 5
1	000001602	BELT ;TYPE:CHLF, PTCH:8MM, WID:21MM, OD:17.92*GATES POLYCHAIN GT2 ONLY*	EA	8MGT-1792-21	8	5	\$ 119.98	\$ 125.98	\$ 132.28	\$ 138.89	\$ 145.83
2	000007088	CABLE ;TYPE:COILED, CABLE ASM., CHLF	EA	331-0707 / 82-22588-000	9	5	\$ 203.30	\$ 213.47	\$ 224.14	\$ 235.35	\$ 247.11
3	000008578	SHAFT ;TYPE: DRIVE SHAFT LGTH: MATL:	EA	750-0954	6	5	\$ 75.88	\$ 79.67	\$ 83.66	\$ 87.84	\$ 92.23
4	000064378	SWITCH ;TYPE: CHAIRLIFT PROXIMITY	EA	371-0285	6	5	\$ 124.64	\$ 130.87	\$ 137.41	\$ 144.28	\$ 151.50
5	000064412	CHAIN ;TYPE:CHAIN STRAND, CHLFT MATL:SS	EA	151-5503	20	5	\$ 54.46	\$ 57.18	\$ 60.04	\$ 63.04	\$ 66.19
6	000064758	CONTROLLER, RAMP FOLD OUT	EA	361-0054 / 82-26417-000	9	5	\$ 442.42	\$ 464.55	\$ 487.77	\$ 512.16	\$ 537.77
7	000065706	CHAIN TENSION ASSEMBLY	EA	728-0117 / 82-35841-000	17	5	\$ 165.43	\$ 173.70	\$ 182.39	\$ 191.51	\$ 201.08
8	65707	IDLER ASSEMBLY	EA	728-0093	17	5	\$ 33.53	\$ 35.20	\$ 36.96	\$ 38.81	\$ 40.75
9	65714	MOTOR (ELECTRIC) TYPE DRIVE MOTOR, FOLD OUT	EA	373-0238	7	5	\$ 910.25	\$ 955.77	\$ 1,003.55	\$ 1,053.73	\$ 1,106.42
10	67696	ROD;TYPE: TORSION	EA	82-32585-000	3	5	\$ 323.05	\$ 339.20	\$ 356.16	\$ 373.97	\$ 392.67
11	67785	LATCH; TYPE: STOW LATCH ASSY FOR GILLIG 2300	EA	728-0103	12	5	\$ 165.39	\$ 173.66	\$ 182.35	\$ 191.46	\$ 201.04
12	71457	COVER; TYPE: CLOSE-OUT FWD WELDMENT	EA	729-0115	10	5	\$ 78.76	\$ 82.70	\$ 86.84	\$ 91.18	\$ 95.74
13	76565	WELDMENT; TYPE: LINKED PANEL WELDMENT CHAIRLIFT	EA	749-0081	3	5	\$ 136.37	\$ 143.19	\$ 150.34	\$ 157.86	\$ 165.76
14	77115	SOLENOID; TYPE: CHIARLIFT LUS RAMP SLIDE OUT	EA	373-0186	4	5	\$ 377.60	\$ 396.48	\$ 416.31	\$ 437.12	\$ 458.98
15	78659	MOTOR; MOTOR GEAR ASSY (CHAIRLIFT)	EA	748-0034	7	5	\$ 926.23	\$ 972.54	\$ 1,021.17	\$ 1,072.23	\$ 1,125.84
16	79350	CONTROL BOX; WHEELCHAIR CONTROL BOX ASSY	EA	371-0344	1	5	\$ 952.71	\$ 1,000.35	\$ 1,050.37	\$ 1,102.88	\$ 1,158.03
17	81091	ASSEMBLY; CHAIRLIFT BELT HOOK SERIAL #SL-4107	EA	82-56656-000	1	5	\$ -	\$ -	\$ -	\$ -	\$ -
18	82108	SOLENOID CHAIRLFT ASSY LIFT-U	EA	313-0291 / 82-76345-000	18		\$ 185.45	\$ 194.72	\$ 204.46	\$ 214.68	\$ 225.42
19	83857	MOTOR ELECTRIC GEAR MOTOR ASSY LIFT-U	EA	748-0343	4	5	\$ 814.15	\$ 854.86	\$ 897.60	\$ 942.48	\$ 989.60

EXHIBIT - BID PRICING

20231809

WHEELCHAIR LIFT COMPONENTS - Midwest Bus Corporation

Item	Stock Code	Description	UOI	PART NUMBER	ANNUAL AVG ORDERED	LEAD TIME (DAYS)	YEAR 1	YEAR 2	YEAR3	YEAR 4	YEAR 5
1	000001602	BELT ;TYPE:CHLF, PTCH:8MM, WID:21MM, OD:17.92*GATES POLYCHAIN GT2 ONLY*	EA	8MGT-1792-21	8	5					
2	000007088	CABLE ;TYPE:COILED, CABLE ASM., CHLF	EA	331-0707 / 82-22588-000	9	5	\$192.11	\$201.72	\$211.80	\$222.40	\$233.51
3	000008578	SHAFT ;TYPE: DRIVE SHAFT LGTH: MATL:	EA	750-0954	6	5	\$73.16	\$76.82	\$80.66	\$84.70	\$88.93
4	000064378	SWITCH ;TYPE: CHAIRLIFT PROXIMITY	EA	371-0285	6	5	\$120.06	\$126.06	\$132.36	\$138.98	\$145.93
5	000064412	CHAIN ;TYPE:CHAIN STRAND, CHLFT MATL:SS	EA	151-5503	20	5	\$51.65	\$54.24	\$56.95	\$59.80	\$62.79
6	000064758	CONTROLLER, RAMP FOLD OUT	EA	361-0054 / 82-26417-000	9	5	\$426.19	\$447.50	\$469.88	\$493.37	\$518.04
7	000065706	CHAIN TENSION ASSEMBLY	EA	728-0117 / 82-35841-000	17	5	\$159.36	\$167.33	\$175.69	\$184.48	\$193.70
8	65707	IDLER ASSEMBLY	EA	728-0093	17	5	\$32.30	\$33.92	\$35.61	\$37.40	\$39.27
9	65714	MOTOR (ELECTRIC) TYPE DRIVE MOTOR, FOLD OUT	EA	373-0238	7	5	\$863.11	\$906.26	\$951.58	\$999.15	\$1,049.11
10	67696	ROD;TYPE: TORSION	EA	82-32585-000/730-0268	3	5	\$311.19	\$326.75	\$343.09	\$360.24	\$378.25
11	67785	LATCH; TYPE: STOW LATCH ASSY FOR GILLIG 2300	EA	728-0103	12	5	\$159.33	\$167.29	\$175.66	\$184.44	\$193.66
12	71457	COVER; TYPE: CLOSE-OUT FWD WELDMENT	EA	729-0115	10	5	\$75.87	\$79.67	\$83.65	\$87.83	\$92.22
13	76565	WELDMENT; TYPE: LINKED PANEL WELDMENT CHAIRLIFT	EA	749-0081	3	5	\$131.46	\$138.03	\$144.94	\$152.18	\$159.79
14	77115	SOLENOID; TYPE: CHIARLIFT LU5 RAMP SLIDE OUT	EA	373-0186	4	5	\$363.75	\$381.94	\$401.03	\$421.08	\$442.14
15	78659	MOTOR; MOTOR GEAR ASSY (CHAIRLIFT)	EA	748-0034	7	5	\$878.54	\$922.47	\$968.59	\$1,017.02	\$1,067.88
16	79350	CONTROL BOX; WHEELCHAIR CONTROL BOX ASSY	EA	371-0344	1	5	\$917.76	\$963.65	\$1,011.83	\$1,062.42	\$1,115.54
17	81091	ASSEMBLY; CHAIRLIFT BELT HOOK SERIAL #SL-4107	EA	82-56656-000	1	5					
18	82108	SOLENOID CHAIRLFT ASSY LIFT-U	EA	313-0291 / 82-76345-000	18	5	\$175.90	\$184.70	\$193.93	\$203.63	\$213.81
19	83857	MOTOR ELECTRIC GEAR MOTOR ASSY LIFT-U	EA	748-0343	4	5	\$784.94	\$824.19	\$865.40	\$908.67	\$954.10



MEMORANDUM

To: Ted Smith, TARC Board of Directors

From: Ozzy Gibson, Interim Executive Director

Date: April 24, 2024

Re: Resolution 2024-17
RFP P-2728 Paratransit & Mobility Management

A request for Proposals (P-2728) was issued on July 18, 2019 for contracted ADA paratransit, experimental fixed route transportation, Mobility Management, and other contracted transportation services, seeking proposers capable of providing and fulfilling TARC's needs for paratransit and other transportation services while looking towards TARC's future as a regional Mobility Manager. The proposed base contract period was for five (5) years, with two (2) two-year optional extensions.

On January 10, 2020, the Board authorized the Executive Director to enter into contract negotiations with MV Transportation, and subsequently a contract was fully executed. The five (5) year base contract total not-to-exceed (NTE) amount is \$114,500,000. On February 27, 2020, a contract amendment was issued and executed with an initial term contract expiration of January 9, 2025.

Staff recommends to negotiate and amend the two (2) optional two-year extensions to be replaced with two (2) optional one-year extensions. Staff also recommends to exercise the first one (1) one-year optional extension for effective dates of January 10, 2025 through January 9, 2026. The contract total NTE amount of \$114,500,000 will not need to be increased at this time, as there is sufficient spending authority remaining to cover the two (2) one-year extensions.

At this time, the Board of Directors is hereby requested to give the Interim Executive Director authority to negotiate contract terms with MV Transportation for two (2) one-year optional extensions. Please contact me at (502) 561-5100, if you may have any questions. Thank you.



RESOLUTION 2024-17

Paratransit & Mobility Management

A Resolution authorizing the Interim Executive Director to negotiate and enter into an extension to contract #2728 with MV Transportation for the provision of Paratransit and Mobility Management;

WHEREAS, TARC requests authorization to negotiate contract terms with MV Transportation for two (2) one-year optional extensions for Paratransit & Mobility Management, and;

WHEREAS, TARC seeks MV Transportation to continue to provide Paratransit & Mobility Management, and exercise one (1) one-year extension, commencing January 10, 2025 and expiring January 9, 2026. No increase in spending authority is necessary.

NOW, THEREFORE BE IT RESOLVED by the Board of Directors of the Transit Authority of River City that:

The Interim Executive Director is hereby authorized to negotiate contract terms with MV Transportation for two (2) one-year optional extensions for contract #2728.

ADOPTED THIS 24th DAY OF April 2024

Ted Smith, Chair of the Board of Directors